DLA-93-P20159

COMPARATIVE COST AND SUPPORT PATTERN ANALYSIS FOR HIGH DEMAND **NAVY CUSTOMERS UNDER A SINGLE SITE** STORAGE OPTION

July 1993



FOR

DEPARTMENT OF DEFENSE DEFENSE LOGISTICS AGENCY SUPPLY MANAGEMENT POLICY GROUP

> **Cameron Station** Alexandria, VA 22304-6100

INSIGHT THROUGH ANALYSIS

DOR₀

93-23408

CORPORATE RESEARCH

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COMPARATIVE COST AND SUPPORT PATTERN ANALYSIS FOR HIGH DEMAND NAVY CUSTOMERS UNDER A SINGLE SITE STORAGE OPTION

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FOREWORD

This report details the results of a comparative cost analysis conducted to assess business patterns and relative cost differences based on single siting stockage options. The study was conducted to address selected Navy issues that were originally raised during the August 1991 Navy Day Conference hosted by the Defense Logistics Agency (DLA). Consequently, the stockage locations which were evaluated under this study have been limited to historical Navy and DLA locations that had significant Navy workloads. This effort is differentiated from all prior DLA stock and distribution studies by the inclusion of Navy intermediate wholesale and retail level historical requirements with the DLA wholesale mission.

Our thanks are extended to all the personnel at the Norfolk Naval Supply Center (NSC) who provided insight on local operational procedures, to the personnel at the Ships Parts Control Center (SPCC) for their assistance in obtaining data, to the staff at the Naval Supply Systems Command (NAVSUP) for their help in understanding details related to Naval supply policy, and to Dr. Thomas Moore of the Naval Post Graduate School (NPGS) for providing detailed data definitions on the Navy data systems. Lastly, we would like to thank the staff of the DLA Performance Standards Support Office (DPSSO) who provided the manhour standards for DLA depot personnel to complete the identified depot tasks. All of these inputs were vital in the development of this supply analysis.

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EXECUTIVE SUMMARY

The Defense Logistics Agency (DLA) conducted this analysis to address two concerns which were raised by the Navy. the Navy was concerned that many of the items scheduled for transfer to DLA management under the Consumable Item Transfer (CIT) Program, would not be stocked near large Navy demand The second Navy issue centered on the elimination of the Navy's intermediate retail level stocks for DLA managed items and where those items were to be positioned in the future. Central to both concerns was that the Navy customers, who historically had high demands for DLA managed items, would no longer be expeditiously served if the stockage location was moved to a distant depot. DLA also desired to use this analysis to develop (if possible) a "rule of thumb" for deciding when it was more cost effective to store a category of items near a Navy location.

To address these issues, this project used a full year of receipts and issues (wholesale and retail) to review business patterns (customer and vendor) and to provide a comparative transportation cost analysis. This effort is differentiated from prior DLA distribution and stock studies by the inclusion of DLA wholesale and Navy retail level data. All business patterns were developed assuming single siting of items at the Federal Supply Class (FSC) level. Costs were developed for selected locations (eight Navy and two DLA sites) which were not constrained by capacity or dead stock. The transportation costs that were estimated included both the first and second destination costs. Additionally, the study team conducted a qualitative assessment of depot operations (packaging and handling issues).

This analysis has been significantly influenced by the inclusion of actual Navy retail level data. Results indicate that customer business patterns for the two largest Navy sites (Norfolk and San Diego) are significantly greater within 50 miles of those sites as compared to historical DLA storage sites (such as Susquehanna). Additionally, both Norfolk and San Diego have been found to be relatively well positioned with respect to a significant number of vendors for selected FSCs. The consequence of these customer and vendor findings is that on the east coast, Norfolk has been found to represent the "least cost" location by potentially \$9 million annually as compared to the next cheapest east coast alternative (Susquehanna). Likewise, for the west coast, the San Diego location has been found to represent the "least cost" solution by potentially \$20 million annually as compared to the next best western site (San Joaquin). results are based on comparative transportation costs employing a single site stockage strategy and do not reflect facility efficiencies.

The study team was unable to establish a single "rule of thumb" that could be applied to every FSC for determining when it was "best" to store an FSC near a Navy site. This is directly due to the significant variation which exists across vendor and customer service patterns at the FSC level. Further, the physical characteristics (e.g., weight, cube, shelf-life) are sufficiently different both within an FSC, as well as across FSCs, that it proved impossible to find a single "rule of thumb" which would be applicable. Instead, it would be appropriate to have functional experts use data developed from this aralysis to make item level storage decisions that take into account depot capacity limitations.

Recommendations resulting from this study are the following:

- * Establish a storage assignment team to review those FSCs where the Navy is the principal customer. This team would then evaluate selected FSCs for possible item storage at the "least cost" alternative depot sites closest to Navy customers. These assignments would be subject to depot capacity constraints and would consider dual siting of stock if demands were sufficient on both coasts.
- * Develop a comprehensive Department of Defense (DoD) stockage analysis for wholesale and retail. This should include all three Services and DLA over a full procurement cycle of 24 months to account for demand variability. Air Force, Army, and additional Navy retail level data from what is currently available within DLA will need to be obtained.
- * Conduct a comprehensive DoD transportation trade-off analysis which evaluates benefits that might result from alternative business practices. The intent would be to reduce the "double handling" of materiel and thus realize tangible savings. The scope of the analysis would include depot-to-depot transshipments and overseas requirements.

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SECTION 1 INTRODUCTION

The Defense Logistics Agency (DLA) Executive Directorate of Materiel Management and the DLA Office of Plans and Policy Integration directed that a comparative transportation cost and business pattern analysis be conducted. This analysis was to explicitly evaluate alternative single site stockage options. Alternatives to be examined included selected historical Navy and DLA storage depots. This effort was conducted as a result of specific Navy concerns that were first discussed during the DLA sponsored Navy Day Conference of August 1991. This study was initiated in May 1992.

1.1 BACKGROUND

In order to address overall Department of Defense goals for inventory reduction, as well as, related Defense Management Review Decisions (DMRD) such as depot consolidations, DLA hosted the Navy Day Conference of August 1991. This resulted in several topics of mutual interest being raised between the Navy and DLA. Two of these topics led directly to the establishment of the study which is documented in this report.

The first topic dealt with the Consumable Item Transfer (CIT) Program. The issue here, as articulated by the Navy, was that they were concerned that items being transferred to DLA for management would no longer be stocked near the "local" Navy Supply Center (NSC). Although in the short term, DLA had agreed to continue to hold wholesale stocks at "local" locations, in the long term it was felt that these stocks might migrate to stockage locations "distant" to Navy customers.

The second issue also dealt with this basic stockage issue of whether an item was to be maintained "locally" versus being transferred to a "distant" (as seen by a Navy customer) storage site. In this case, the concern was driven by the decision of the Navy to eliminate intermediate wholesale stocks of DLA managed materiel. As part of the overall DoD strategy to reduce supply costs associated with the maintenance of inventories, the Navy had opted to completely eliminate their intermediate retail level stocks. Consequently, once again, the concern was expressed that if all stocks were "pulled back" to a "distant" site, the Navy customers who were significant (in terms of demand) at the original local sites would be adversely impacted.

1.2 OBJECTIVES

The goals of this study effort have been threefold. First, to evaluate, on a comparative transportation cost basis, the relative cost efficiencies of single siting each Federal Supply Class (FSC) for all selected depot locations. The second major goal has been to develop customer and vendor activity profiles which portray the business patterns, by unique FSC, for the two "best" depot locations on both the west and east coasts. In this instance, the word "best" signifies "least transportation cost" and does not imply that one depot has better (more modern and efficient) facilities as compared to another depot. The third and last goal has been to quantify, if possible, a "rule of thumb" for establishing a storage location for any given FSC.

In terms of achieving these stated objectives, the study team was successful in meeting the first two goals. Comparative transportation costs were quantified based on single siting each FSC at each of the selected storage locations. Additionally, business activity patterns were developed which were predicated on single siting each FSC. However, the study team found that it was not possible to quantify a single "rule of thumb" which would be valid, for every FSC, as a tool to be used in making stockage decisions.

1.3 SCOPE

This study has been based on post Desert Storm Fiscal Year (FY) 1991 and FY 1992 data representing a full 12 month period for both DLA and the Navy. Only DLA managed items (excluding fuels and subsistence) and those Navy items scheduled for transfer to DLA under the CIT Program have been evaluated at the FSC level. All receipt data was based on DLA managed contracts. The Materiel Release Orders (MROs) included over 17 million DLA MROs and almost 5.5 million Navy Additionally, the Army Logistics Intelligence File (LIF) was employed to assist in the assessment of the DoD component distribution patterns. (The LIF covered 2.5 million Army MROs over a 7 month period.) Lastly, ten stocking locations were selected for evaluation; eight historical Navy sites (New London, Norfolk, Cherry Point, Charleston, Jacksonville, Pensacola, Puget Sound, and San Diego) and two traditional DLA storage locations (Susquehanna and San Joaquin) were chosen as being relatively near to centers of Naval support operations (e.g., shipyards and aircraft repair facilities). An additional Navy site, Oakland, had been considered but was excluded from the analysis due to the close poximity of the San Joaquin facility. Likewise, Richmond had been considered but was excluded since the Norfolk site was already being evaluated.

1.4 <u>ASSUMPTIONS AND CONSTRAINTS</u>

Principal assumptions and constraints used in this analysis have been in two major categories with the main idea being that only current (as of May 1992) business operations have been modeled. The first area broadly covers various aspects of transportation. The second significant area deals with qualitative issues related to the depot support operations. These two areas are discussed in some detail in the paragraphs which follow. Additionally, since this study is unique in the fact that actual Navy intermediate wholesale and retail level data has been incorporated within the analysis, the study team has provided a brief overview of selected historical studies covering the topic of materiel distribution (see Appendix A of this report). This review has been included to assist the reader with placing the current analysis into a historical perspective.

1.4.1 TRANSPORTATION ISSUES

In the context of transportation, there are several significant assumptions. These directly relate to the magnitude of alternative costs developed under this study. In general, it would be a fair assessment to conclude that if these constraints were relaxed, it would result in higher transportation cost estimates than is reported in this study. Additionally, the differences in costs between the various site storage options, as developed in the study, would be larger. However, it is the opinion of the authors of this report, that it would not change the relative cost rankings between alternative storage options.

1.4.1.1 Overseas Shipments

To be consistent with previous DLA studies, all overseas shipments are assumed to be shipped through the two existing Container Consolidation Points (CCPs) located at New Cumberland and San Joaquin. Transportation costs overseas, including palletization and containerization operations, are not estimated. However, the cost to ship all items (binnable and bulk) from a stock point to the nearest CCP is estimated.

1.4.1.2 <u>Transportation Rates and Traffic Modes</u>

The rate tables are all based on quaranteed traffic rates. These tables are structured on weight (hundred weight mileage cost factors) and were provided by the transportation analysis team of the DLA Operations Research Office (DORO). These tables are all based on the less-than-truckload (LTL) and truckload (TL) rates. There are no air small parcel, air freight, or surface parcel modes evaluated since the impacts of priority shipments are not in the scope of the study. As previously mentioned (subsection 1.4.1), it is the authors' belief, that if additional transportation "realism" had been modeled, the study results would not change with respect to which depot locations were the "least cost" sites. Hence, if a high priority shipment had to be sent from Susquehanna to a Pensacola based customer, the transportation cost would be more than what was estimated by using the guaranteed traffic rates. However, this increase in cost would not alter the relative cost rankings between the stocking locations which have been evaluated.

1.4.2 DEPOT OPERATIONAL ISSUES

The important consideration here was to identify qualitative differences in how items were processed for distant versus local customer delivery. Additionally, the study team examined those differences in material handling which impact the scheduling of deliveries to Navy fleet customers. Further, we assessed whether unique differences existed for handling new procurement receipts.

To adequately assess these operational issues, the study team conducted site visits to identify key operational differences that had the potential to impact costs. Only those processes that were deemed to be significantly different from an operational perspective were explicitly examined (all other processes were deemed to be equivalent between sites). Also, in keeping with the objectives and scope of the study, depot workload and space capacity limitations were not included.

1.4.2.1 Packaging for Remote Versus Local Delivery

After visiting the Naval Supply Center (NSC) at Norfolk and reviewing packaging operations at Susquehanna, Norfolk and Richmond Defense Depots, it was found that no significant differences in packaging for binnables existed between the Navy and DLA in how items were treated for local versus distant delivery. However, for bulk items there were observable differences. These findings were confirmed during two In-Process-Reviews (IPRs) (September 1992 and February 1993) held on this project which included staff from Headquarters DLA (Supply Management and Distribution, and the Office of Plans and Policy Integration) and the Navy Supply Systems Command (NAVSUP). Our observations were again confirmed during the May 1993 site visit to Norfolk conducted jointly with staff from DORO and Headquarters DLA (Storage Policy Team). These differences were particularly important for "emergent demands" which represent immediate local requirements.

Given the differences which have been identified for bulk items, the critical qualitative differences between handling a bulk issue from a local storage point versus from a distant location have been identified. These have been developed based on defined packaging standards (DLAM 4145.4/NAVSUPI 4030.30) and personnel time standards obtained from the DLA Performance Standards Support Office (DPSSO). These differences would likely have cost implications if applied to all bulk materiel release orders (MROs). Historically, the bulk MRO workload has averaged about 40 percent of the total MROs that were shipped by DLA to any distant (over 50 miles) location as measured from any stocking depot.

1.4.2.2 Receipt Processing

The study team (which included active participation from the DLA and Navy staff elements noted in subsection 1.4.2.1) has concluded that no significant differences existed in how new procurement receipts were processed. However, when a Navy depot (most of which are now under DLA management) receives a shipment from a distant depot for delivery to a fleet customer at the local pier (or in some cases to a "small" shore customer such as the Portsmouth Naval Hospital), there were distinct differences. These distinctions are associated with having to first process a break/bulk operation at the receiving site, followed by temporary movement of the shipment to the local transit shed (where the shipment is again checked and staged at an appropriate location internal to the transit shed). These additional actions are required prior to scheduling an actual delivery of the shipment to a vessel at the pier or to the local shore based customer.

Unique costs to capture these "double and triple" handling actions could not be explicitly developed under any standard costing methodology. This limitation was driven by the lack of any "hard" unit cost data that was auditable to the processes examined. Data which was available was found to be inconsistent across depots and could not be substantiated. Until such time that auditable unit costs become available, only qualitative insights may be derived from assessing depot operations.

SECTION 2 METHODOLOGY

This section provides a synopsis of the study approach used for evaluating the alternatives considered by this project. Included in this description is an overall development of those conical process activities which discriminate on key qualitative operational differences. Additionally, a brief review of the methods used to develop business patterns which portray customer profiles for the larger depot centers is provided.

2.1 <u>MODELED COST FLOWS</u>

Displayed by Figure 2-1 is a simplified diagram which highlights the materiel flows that this study has attempted to capture. Essentially, this flow consists of the two major transportation legs. These are termed the inbound (this captures the first destination cost from the vendor to the depot) and the outbound (this represents the second destination from the depot to the customer). Costs for these two transportation legs were based on weight and mileage calculations using the traffic rates provided by the DORO transportation analysis team.

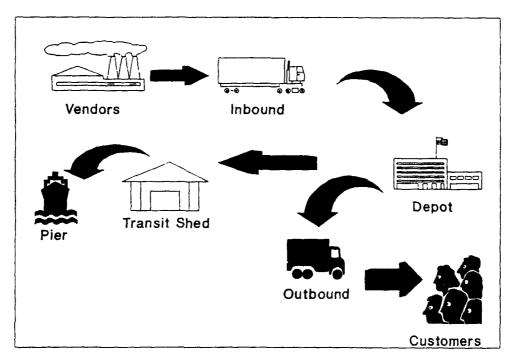


Figure 2-1. Materiel Flows

Also displayed on this chart is a third transportation leg. This represents those instances when shipments being delivered from a distant depot to ships at a pier must first go through a break/bulk operation followed by transportation to temporary storage at the transit shed. This is required in order to facilitate the active scheduling of pier deliveries (e.g., if one ship at a pier is loading ammo, other ships at the same pier will not be loading). As noted (i.e., see subsection 1.4.2.2), a separate cost for this third transportation leg has not been explicitly developed. However, from a qualitative perspective, these "double and triple" handling operations, which are incurred when receiving material from a distant location, should be taken into account during future unit cost studies to properly account for the "total cost" incurred by DoD when using a distant location as the preferred stocking location.

2.2 CRITICAL PROCESS FLOWS

Displayed by Figure 2-2 is a simplified process flow chart. This chart highlights the main difference between satisfying a Navy customer's requisition from a distant storage site versus being served by a local storage facility. The significant differences are to be found in two operations as they apply to bulk items (i.e., the Navy and DLA agreed that with regard to binnable items there were no significant processing differences that had major cost implications).

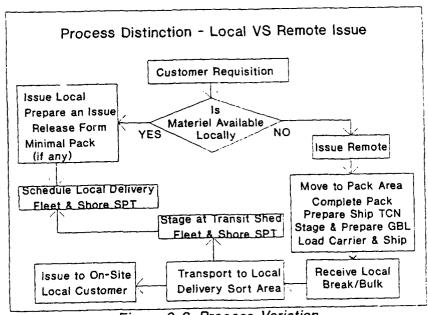


Figure 2-2. Process Variation

2.2.1 PACKAGING OPERATIONS

First, if the MRO is being provided to a local customer (e.g., a shipyard, a ship at a pier), then that MRO only receives minimal packing. This situation is particularly relevant when the local depot supports the "emergent demand" requirements of "walk-in" customers. However, if the MRO is being provided to a distant customer, it must receive a full pack. Using packaging standards (DLAM 4145.4, NAVSUPI 4030.30) for an "average" bulk package (estimated as having a 5400 square inch surface area based on the DLA Bulk Stockage Location Study, May 1991), it was found that it would require a neutral wrap, water-vapor proof bag, plus a container that was made from corrugated fiberboard, and lastly dunnage.

These packaging standards for the "typical" bulk MRO were consistent with the Agency's packaging guidance. All standards were as defined by the guidance provided under the Agency's 14 December 1992 policy letter (DLA-OWS, subject: The DLA Packaging Program). This guidance is effective until 31 December 1993. However, packaging issues related to the new environmental and fire retardant requirements have not been fully resolved by this interim guidance and were not addressed in this study. These additional packaging needs are likely to have significant cost implications for DLA.

Now with respect to our assumption that the minimal pack cost for a local (defined to be within 50 miles) customer was essentially zero, a reader might reasonably ask for an explanation. In looking at the situation in Norfolk, there were numerous instances when items were provided to the shipyard to meet "emergent" demands (i.e., cases in which the shipyard opens up some equipment and finds that they require parts to immediately complete their repair action) which were not packaged prior to delivery. However, there were also cases in which the item received minimal wrap as defined by the packaging standards. This minimal wrap represented a "bag and tag" operation for carivery to shore based customers.

Additionally, with respect to fleet customers who were at the pier, we found that in some cases no packaging was required since an item was to be used for an immediate repair action on board the vessel (i.e., another example of "emergent demand"). However, it was more likely that some packaging would be used. In this case, the pack consisted of a basic greaseproof/waterproof transparent bag and tag as required under the defined standards.

Now the study team was unable to apply 'ny standard costing methodology to estimate pack cost operations. This was due to the fact that available unit costs are not consistent between different depots. Additionally, those costs which are available were found to be unauditable with respect to

depot packaging operations. Consequently, we could only conclude that qualitative distinctions exist with respect to packaging operations between distant and local depots. These costs should be quantified once auditable unit cost data becomes available by depot location.

2.2.2 TRANSIT SHED OPERATIONS

The second process flow operation which comes into play for fleet support (as well as for selected shore activities) from distant depots is the increased use of the transit shed. the case of fleet support, this is required since loading operations at the pier for a ship is a scheduled operation which must be coordinated (e.g., materiel received from a distant depot must be staged for subsequent delivery to a ship which is out on a coastal training mission). Consequently, the transit shed is often used as a temporary holding area for ship designated and received items. cost to accomplish this movement (which represents double and in some cases triple handling) has not been explicitly estimated by this study. Instead, the study team has concluded that, from a qualitative perspective, this extra materiel handling represents additional operational costs. These costs should be captured under future Agency efforts aimed at establishing auditable unit cost baselines.

SECTION 3 ANALYSIS

This section will develop results of the study for three distinct topical areas. The first area presents an overview of the Navy workload from an annual perspective. The second topic develops insight on the distributions of customers and vendors using both Navy and DLA annual data. Lastly, the third major area covered in this section, details the results of the comparative transportation cost analysis which has examined FSC level single site storage (unconstrained by depot capacity) for the selected locations using actual DoD wholesale and Navy intermediate wholesale and retail level data.

3.1 OVERVIEW OF NAVY WORKLOAD

The Navy data which was used in this analysis covered a 12 month period (post Desert Storm FY 91 and FY 92). These data represented MROs and accounted for almost 5.5 million MROs at the retail level. These MROs excluded fuels and subsistence. To place this level of activity into perspective, during the same period, DLA experienced a little over 17 million MROs at the DoD wholesale level.

If we examine these 5.5 million MROs provided from the Navy's intermediate wholesale stocks (i.e., an inventory level which is no longer being funded and which has essentially been eliminated as a source of supply) to see which department or agency manages those items, we will have the distribution displayed by Figure 3-1. Not surprisingly, the DoD's primary wholesaler, DLA, accounts for over half of the Navy's activity. The Navy itself provides item level management for the next largest group (35 percent), although, this category will become smaller as items are transferred to DLA under the CIT Program. Finally, the General Services Administration (GSA) accounts for about 12 percent, while all remaining DoD and Government agencies account for only 1 percent of the Navy's historical intermediate MROs.

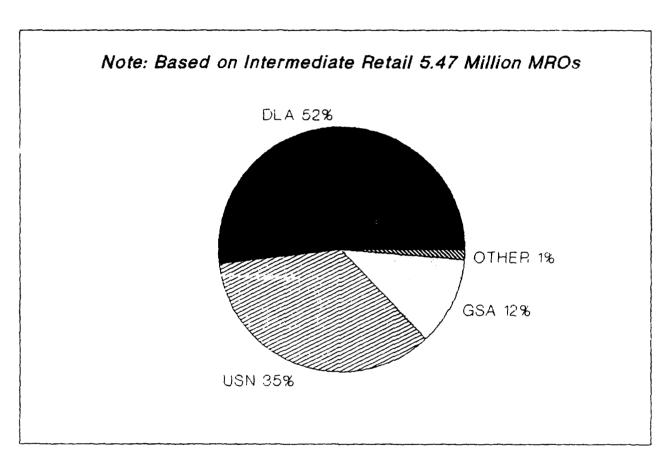


Figure 3-1. Overview of Navy Workload

3.1.1 IMPACT OF CONSUMABLE ITEM TRANSFERS

Displayed by Figure 3-2 is the same data portrayed under Figure 3-1. However, an additional category is now included. This new category covers those Navy managed items scheduled for transfer to DLA. This comprises an additional 13 percent of the Navy's intermediate retail level MROS. Consequently, in the future if the Navy continues to experience the same relative level of demands across all items, one could expect that DLA's percentage of workload will increase to 65 percent (approximately 3.5 million MROS) while the Navy's portion will drop to about 22 percent. These impacts are in terms of what used to be supported from the Navy's intermediate wholesale level stocks.

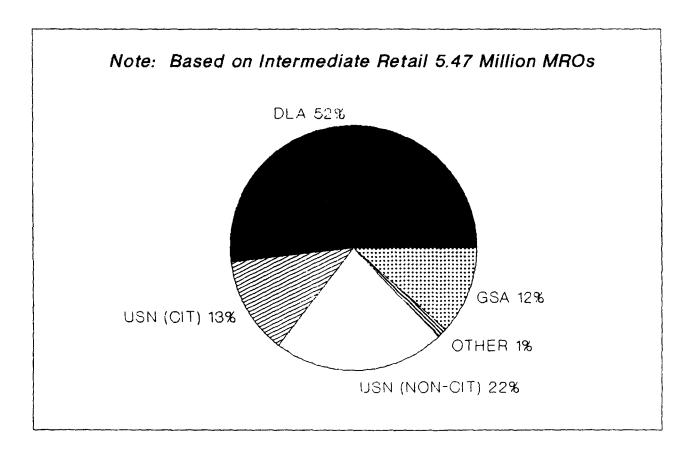


Figure 3-2. Navy CIT Workload

3.1.2 ISSUES BY HISTORICAL NAVY LOCATIONS

Moving on to examine the historical depot servicing patterns for Navy locations, the reader may examine Figure 3-3. This chart depicts the annual MRO activity levels for these locations. Not surprisingly, the Norfolk and San Diego locations exhibit the largest workloads since that is where the greatest fleet and naval repair facilities are concentrated. Additionally, Norfolk processes (historically) the largest number of Navy overseas shipments which for this study has been estimated at 16 percent (data estimate provided by NAVSUP) of Norfolk's workload.

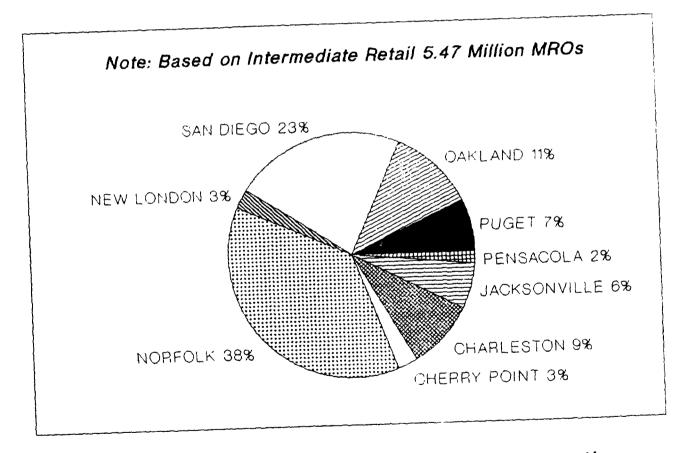


Figure 3-3. Historical Navy Issues by Location

3.2 WORKLOAD DISTRIBUTIONS

In keeping with the taskings for this project, the study team has developed costs based on both customer and vendor distribution patterns. These patterns were developed at individual FSC level, by location, and were based on the presumption that each FSC had a "least cost" solution. Each FSC's "best" solution would be largely driven by the distribution of both customers and vendors as measured by the mileage from any specific stockage location. Additionally, the impact of any specialized handling (transit shed and packaging operations) requirements have also been addressed within the analysis on a qualitative basis.

3.2.1 CUSTOMER PATTERNS

By way of example, Table 3-1 and Figure 3-4 capture a sample of the type of customer patterns which were developed. This table and chart depicts the FSC 1720 (Aircraft Launching Equipment) family of items. The percent breakouts of all MROs (annual total of 2418 MROs) broken out by various customer mileage intervals, as well as for distinct fleet (identified as east and west) and overseas (identified as OCONUS east and west) shore based customers are displayed for Norfolk and Susquehanna.

Table 3-1. Customer Distribution Patterns for Aircraft Launching Equipment (PSC 1720)				
		Depot 1	Location	
1	For	<u>folk</u>	Susqu	ehanna
! ! !	MRO Count	MRO Percent	MRO Count	MRO Percent
Customer Area			 	!
LT 50 miles	360	15	0	0
LT 100 miles	28	1	146	6
LT 250 miles	124	5	365	15
LT 1000 miles	62	3	59	2
GE 1000 miles	175	7	179	7
OCOMUS West	6	0	6	0
Fleet West	975	40	975	40
OCOWOS East	12	0	12	0
Fleet Rast	676	28	676	28
Total MRO Coun	t: 2418		2418	· · · · · · · · · · · · · · · · · · ·

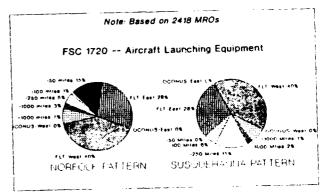


Figure 3-4. Sample Customer Patterns

The important thing to note about this example is that Norfolk has 15 percent of the system wide demand going to customers within 50 miles of that site, plus an additional 28 percent of total demand going to the fleet customers at Norfolk. Consequently, Norfolk is "seeing" fully 43 percent of the total system demand going to customers in the immediate vicinity. Additionally, the fleet in the west (most of which operates from San Diego) has 40 percent of the total system demand. Susquehanna, on the other hand, has no demand for this FSC for customers who are located within 50 miles of that facility.

The Navy customer pattern of requiring stock on both coasts (refer to Table 3-1) is not a one-of-a-kind situation. It seems to be a relatively common situation for those FSCs in which the Navy has significant demand. This picture remains valid even when you consider the impact of ships deployed overseas.

In this respect the previous table (Table 3-1) indicated that there were 676 MROs which went to ships at Norfolk (labeled as 'Fleet East'). This included 108 MROs that went to Norfolk based ships deployed overseas. Likewise, there were 975 MROs that went to ships based on the West Coast (predominantly at San Diego and labeled as 'Fleet West'). These 975 MROs included 156 MROs that went to West Coast ships deployed overseas. Consequently, this Navy pattern of requiring stock on both coasts was not significantly altered by overseas ship deployments (refer to Appendix C of this report for detailed customer patterns for all FSCs which experienced any activity over the annual period covered by this study).

In an attempt to understand the interactions of these customer demand patterns, the study team has assessed these patterns at a more global level. Portrayed by Figure 3-5 are the customer distribution patterns for DLA, Navy, and the Army grouped on a mileage interval basis. The Army's data covers their CONUS based shipments (all Army data was derived from the Logistics Intelligence File (LIF) which is maintained by the Army and which was previously provided to DLA in support of the Army Direct Support System Analysis, DLA-93-P20096). What is readily apparent, is that very significant differences exist in the historical distribution support patterns between Defense components. Although the study team did not have access to Air Force intermediate wholesale and retail level data, it is suspected that the Air Force would represent still another distribution.

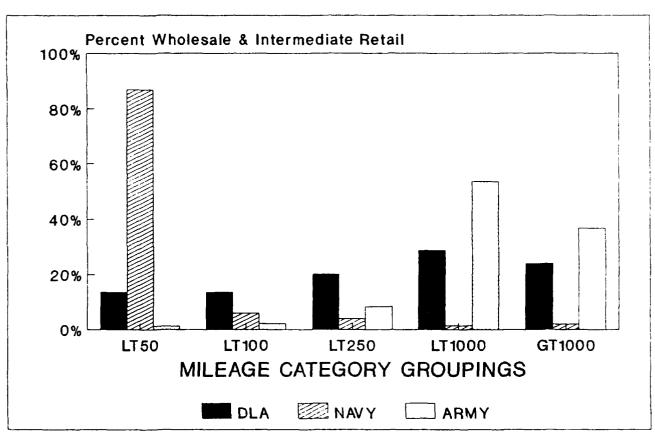


Figure 3-5. DLA, Navy, & Army Customer Patterns

It is interesting to note that from a historical perspective, over 80 percent of Navy (intermediate wholesale and retail) MROs have gone to Navy customers who were within 50 miles of a Navy stock point. This should not be surprising since ships must come into port while most Navy industrial activities are also located adjacent to ports. On the other hand, the Army is deployed across much of the United States. Consequently, when they send a battalion or a brigade to train at the National Training Center (NTC) at Fort Irwin in the Mojave desert, requisitions to support that mission (which is required to meet Army readiness needs) often travel across country. Finally, if we look at the DLA historical distribution (which represents the distribution pattern that has been employed to support all prior DLA studies), one sees that the support pattern is more uniform as compared with either the Navv or the Army. This, too, should not be surprising since DLA has historically stored most materiel across the six traditional DLA depots (Richmond, Mechanicsburg, Columbus, Memphis, Ogden, and Tracy) and MROs went to local (within 50 miles) customers and also to customers who were distributed around the nation.

3.2.2 VENDOR PATTERNS

Although customer distribution patterns are significant for their impact on second destination transportation costs and the specialized handling costs incurred for fleet issue items which must be temporarily stored at transit sheds, they do not tell the full story with respect to costs. Consequently, let us now examine the other major element of cost that is evaluated in this study. This element deals with the cost of shipping items from a vendor to a storage location.

Displayed by Figure 3-6 are the mileage distribution patterns of vendors for the two major east coast locations (Susquehanna and Norfolk). As noted, these patterns are based on the annual receipts which comprised almost 710 thousand new procurement receipts across the system. In keeping with the study methodology of evaluating all possible single siting options (based on FSC activity for selected depots), these patterns have been built up from the FSC level.

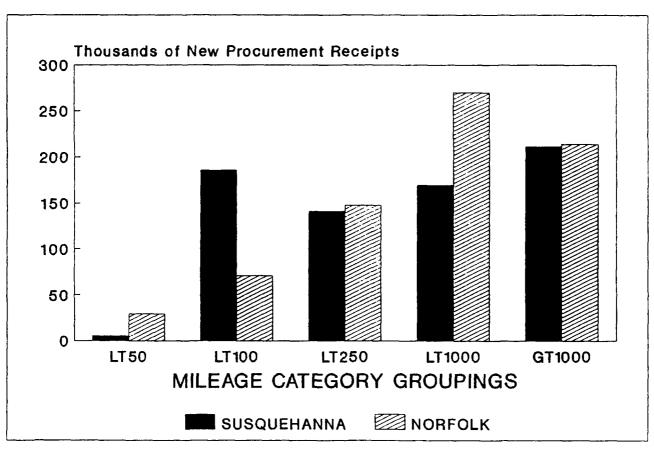


Figure 3-6. Susquehanna & Norfolk Vendor Receipt Patterns

Given the concentration of vendors in the northeast and upper midwest, it should not be surprising to see that the Susquehanna site has a large number of active vendors within the 100 and 250 mile categories. However, what is notable here is that the Norfolk site is relatively well positioned with respect to vendor locations. In fact, within the 50 mile interval, Norfolk has significantly more vendors as compared with Susquehanna. Also, in the 250 mile category, these two sites have approximately the same distribution.

This pattern is not unique to Norfolk and Susquehanna. A very similar pattern exists for the San Diego and the San Joaquin distribution sites. In that instance, San Diego not only has a very sizeable military population, but also is in close proximity to the bulk of the country's west coast industrial base which is concentrated in southern California. (If and when U.S. Customs data becomes available, it is suspected that the large volume of manufactured products being derived from northern Mexico will further emphasize this distribution). Vendor patterns for these main sites, as well as the other sites examined in the study, are displayed in Figure 3-7. All sites are identified by their respective 2-digit Routing Identifier Code (RIC), as noted in Table 3-2.

Table 3-2. Depot Routi	ng Identifier Codes
Depot Site	2-Digit RIC
New London	NI
Susquehanna	SA
Norfolk	NN
Cherry Point	PT
Charleston	NR
Jacksonville	NB
Pensacola	NA
Bremerton at Puget Sou	nd NU
San Joaquin	SB
San Diego	ND

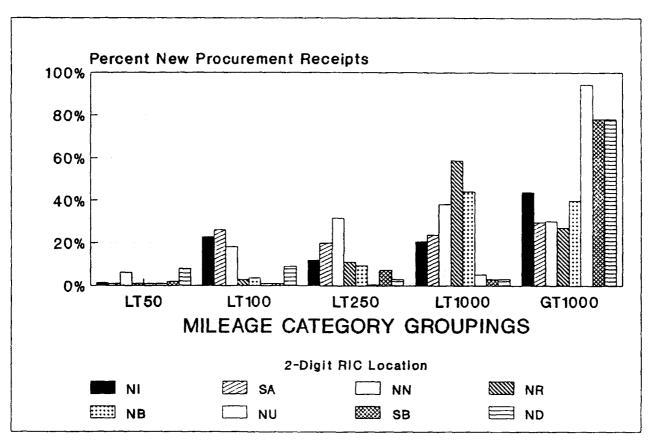


Figure 3-7. Vendor Receipt Distribution Patterns

3.2.3 PATTERN IMPLICATIONS

The genesis of the different customer distribution patterns is thought to be largely due to how the various Defense components operate with the Navy and the Army representing operational opposites. The Navy, operating from a restricted number of coastal locations, is highly concentrated and consequently has the majority of their supplies going to customers within 50 miles of a stock location. The Army, on the other hand, is geographically widely dispersed. Thus, the Army must provide extensive support to installations which are located predominantly within the 250 to 1000 mile range, as well as, the over 1000 mile range intervals as measured from supporting depots.

Now DLA, as the principal wholesaler, historically provided support from six depot locations that were designed to support all military customers regardless of where a customer was based or deployed. Consequently, DLA's customer support distribution patterns are more dispersed as compared with the Navy. However, DLA support patterns are more evenly distributed across the mileage intervals considered in this study as compared to the Army's.

If we now consider the probable interactions that exist between the distinct customer and vendor patterns that we have highlighted in this study, one will be led to infer cost implications vis-a-vis various stockage policies and transportation costs. For instance, given that the Navy operations are highly concentrated at major ports, we suspect that a customer oriented stockage policy will prove to be "best" if the Navy site captures a large percentage of the total system demand for a class of items since this would minimize second destination transportation costs. Further, given that some Navy sites are in close proximity to a significant vendor population, stocking near these major Navy customers would also reduce first destination transportation charges. However, for the Army, given their operational and support dispersion patterns, it is likely that a vendor based stockage policy will be cost effective. This is especially true if the Army sites exhibited significant demand variability from year-to-year (refer to the recent DLA study entitled Stockage Location and Policy Analysis, Report No. DLA-92-P10148 of August 1992 for additional insight on the effects of demand variability).

Although retail level Air Force data was not available for this study, given that their operational dispersion characteristics are between those of the Navy and the Army, it is suspected that the Air Force would have a dispersion pattern that was somewhere between those exhibited by the other two Services. Consequently, the Air Force would be expected to have classes of items which could be managed under both policies. For example, those items that experienced demand variability by time and geographic area would lend themselves to a vendor oriented policy. Conversely, items which exhibited demand stability over time and were geographically concentrated would likely favor a customer based stockage policy.

We've discussed some of the Service level implications of these various business patterns (customers and vendors), and now we must turn our attention to the principal DoD wholesaler, DLA. Since DLA supports all three Services, the Agency's stockage policy has been structured to "best" meet total wholesale requirements. Thus, DLA has attempted to provide both cost effective and responsive support to all military customers. This required that DLA take a balanced approach with respect to stock positioning decisions; i.e., in some instances, classes of items are "best" managed under a stock-closest-to-the-customer option, while other items are "best" managed under a stock-closest-to-the-vendor policy (refer to Appendix A of this report for a brief summary of historical studies on this subject).

Because DLA is taking a balanced approach with respect to meeting overall DoD wholesale support requirements, there inevitably are tradeoffs which must be considered from a functional perspective when making stockage decisions. This is why the study team, operating from a purely analytical position, was unable to develop a single "rule of thumb" that could easily be used to establish the stock location for every FSC. Given all of the different vendor and customer patterns that we encountered, as well as the wide range in physical characteristics (e.g., weight, cube, special stocking attributes such as shelf-life considerations), it proved impossible to quantify a single measure. This was the third major objective of the study (see subsection 1.2) which proved to be an impractical goal to satisfy.

Since the DoD is "downsizing" and undergoing major redeployments of force structure, it is necessary that DLA stockage policy continue to be tailored to "best" meet overall DoD requirements. This tailoring of stockage policy, to balance both costs and to support responsiveness, must be accomplished while operating within the inherited depot distribution system, as constrained by the Base Realignment and Closure (BRAC) initiatives. Consequently, DLA will need to actively work with the Service components to "best" effect a total DoD stockage policy that fully supports an integrated

wholesale and retail system. It is only by "fine tuning" DoD stockage policies that we can jointly work towards providing a cost effective supply system which is responsive to military contingencies.

3.3 SINGLE SITE COMPARATIVE COSTS

There is an immediate implication with respect to transportation costs which are to be developed from these vendor and customer patterns. That implication is that a specific depot location will likely be "least cost" if that location has both a high concentration of local military customers and a significant proportion of vendors who are also favorably located in relative close proximity. Displayed in Figure 3-8 are the comparative cost results for the ten locations considered for this analysis. with the study methodology and the workload distributions (which included DoD wholesale and actual Navy retail level data) employed in this study, it should not be surprising that the "least cost" site for the east coast turned out to be Norfolk while the next "best" east coast site was Susquehanna. Likewise, the "least cost" site for the west coast turned out to be San Diego with the next best location being the San Joaquin site.

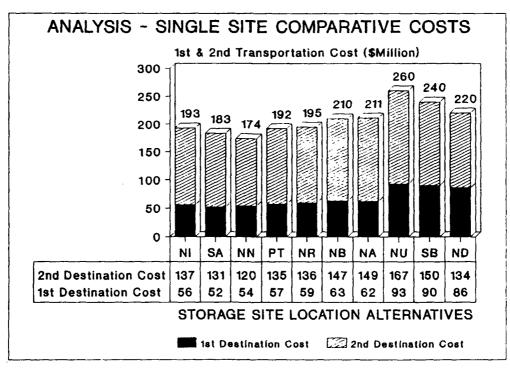


Figure 3-8. Single Site Storage Comparative Annual Estimates

SECTION 4 CONCLUSIONS

Based on the results of our study, which for the first time combined historical DLA wholesale and Navy retail requirements, we reached the following conclusions for an unconstrained single site storage strategy:

- * The best "least cost" east coast location is Norfolk. This site is potentially \$9 million dollars less expensive annually than the next best east coast site which is Susquehanna.
- * The best "least cost" west coast location is San Diego. This site is potentially \$20 million dollars less expensive annually than the next best west coast site which is San Joaquin.
- * The most costly east coast site is Pensacola. This site is potentially \$37 million dollars more expensive annually than the best east coast site which is Norfolk.
- * The most costly west coast site is Puget Sound. This site is potentially \$40 million dollars more expensive annually than the best west coast site which is San Diego.
- * Customer distribution patterns are significantly different between DLA, Navy, and the Army (Air Force retail level data was unavailable for this project).
- * Navy customers are highly concentrated around Norfolk and San Diego.
- * Army customers are widely dispersed across the country.
- * DLA customer patterns are less dispersed than Army's.
- * A significant percentage of vendors are well positioned to support customers who are clustered near the best "least cost" east and west coast sites; namely, Norfolk and San Diego.
- * No single "rule of thumb" (e.g., if a geographic region has 50 percent of total system demand, then establish a stock point near that location) could be quantified which would be valid for every FSC.

SECTION 5 RECOMMENDATIONS

The following recommendations are made:

- * Establish a storage assignment team to review those FSCs where the Navy is the principal customer. This team would then evaluate selected FSCs for possible item storage at the "least cost" alternative depot sites closest to Navy customers. These assignments would be subject to depot capacity constraints and would consider dual siting of stock if demands were sufficient on both coasts.
- * Develop a comprehensive Department of Defense (DoD) stockage analysis for wholesale and retail. This should include all three Services and DLA over a full procurement cycle of 24 months to account for demand variability. Air Force, Army, and additional Navy retail level data from what is currently available within DLA will need to be obtained.
- * Conduct a comprehensive DoD transportation trade-off analysis which evaluates benefits that might result from alternative business practices. The intent would be to reduce the "double handling" of materiel and thus realize tangible savings. The scope of the analysis would include depot-to-depot transshipments and overseas requirements.

APPENDIX A BRIEF REVIEW OF HISTORICAL STUDIES IMPACTING STOCK LOCATION DECISIONS

Historically, stock positioning studies across the Department of Defense (DoD) have consistently assumed that demands are geographically stable. Consequently, studies were conducted on the basis of limited time horizons (i.e., typically with 1 year or less of data). Further, these studies often aggregated demand data to a level which tended to obscure any significant variations that might exist in demand patterns. However, these earlier studies were successful in highlighting the excess capacity that existed in the DoD depot distribution system, as well as that the system was sub-optimal at best since each DoD component appeared to have a parochial perspective.

This situation of sub-optimization was initially identified as early as the late 1960s when the Defense Supply Agency (DSA) conducted an analysis known as the Stock Positioning and Transportation Study (SPATS). This effort, which assumed that demand was stable, was based on 6 months of demand data from the wholesale level and employed a linear programing model. In spite of using a limited time horizon and aggregating data to accommodate the computer limitations of that era, the study concluded that redistributing stocks to meet shifting geographic requirements was both inefficient and costly.

Later on during the mid 1970s, the DoD Materiel Distribution Study (DoDMDS) employed a mixed integer programing model along with a simulation model to evaluate 12 months of activity (both receipts and issues) with the underlying assumption that DoD activity levels were stable. Four principal conclusions were reached. The first was that there was a high percentage of stock which was inactive that contributed to items being in long supply (this was recently confirmed and quantified in DLA's Long Supply Study of January 1993, Report No. DLA-93-P00221). Second, that the continuance of distinct consumable and repair item distribution systems could not be supported on a cost basis. Third, that the collocated maintenance sites were significant contributors to DoD wholesale distribution costs (this conclusion has been confirmed for Navy sites and is documented in the current report of which this appendix is a Lastly, that through depot mission consolidation, system costs could be significantly lowered and DoD's excess storage capacity could be reduced to levels appropriate to the threat (this is very "true" in light of today's force structure and threat requirements).

Then in the early 1980s, the DoD Wholesale Interservice Depot Support Study (WIDS) was evaluated while using only 3 months of data. The study was limited in that it assumed DoD demand was stable (this conclusion was most likely reached by the WIDS team based on excessive data aggregation) and only examined second destination transportation (depot to customer requirements). However, the study did conclude that the DoD wholesale distribution system was grossly sub-optimal with a typical DoD customer receiving material from 18 different depots. Further, the analysis concluded that the distribution system had extensive excess capacity.

Moving up in time to the 1990s, we find that more recent studies have been completed as a result of various Defense Management Review Decisions (DMRDs). In this regard we have two studies which specifically address DLA's original Primary Distribution System (PDS) concept dealing with the depot consolidation efforts. Also, three studies examined various aspects of inventory reduction initiatives and the stock-closest-to-the-vendor policy option.

The two depot consolidation studies both looked at the DLA PDS concept. The first (Report No. DLA-91-P10173, August 1991) looked at the depot consolidation from a stock-closest-to-the-customer perspective. The second effort (Report No. DLA-92-P20130, August 1992) looked at the same issue but from a different perspective; i.e., stock-closest-to-the-vendor. In both of these projects, the full DoD range (wholesale and retail) for receipts and issues was incorporated. However, there were two critical assumptions. The first was that since Service retail data was not available to the study team, it was estimated by scaling up the available DLA wholesale data (this had the effect of capturing the total workload while using DLA distribution patterns to spread the workload). The second major assumption was that as a depot was "pruned" from the analysis as a contender for becoming a PDS depot, if it was a Service depot, fully 50 percent of the mission remained at the "pruned" site to meet retail needs, while if the "pruned" depot was a DLA site, fully 25 percent of the mission remained to account for special support missions. consequence of these assumptions was that the retail level mission (which was estimated by using the DLA customer distribution patterns since detailed Service level data was unavailable) never factored further in the analysis once a depot had been "pruned" from subsequent consideration. both of these studies, the 3-PDS concept proved supportable given the constraints of the studies.

Continuing with the more recent studies of the 1990s which have impacts on stockage decisions, there were three studies which were done to address inventory reduction and the option of stock-closest-to-the-vendor. The first (Report No. DLA-91-P00218, June 1991) was done to initially ascertain what the expected impacts would be on the Agency as a result of budget cuts and item transfers from the Services. Results of the analysis indicated that the net effects of item transfers and budget cuts would result in demands significantly below the 1985 levels.

The second effort (Report No. DLA-91-P81076, June 1991) looked specifically at wholesale receipts and issues for bulk items. This study was one of the first that did not make the assumption that demand was stable. Consequently, this analysis looked at the maximum procurement cycle which, at the time, was defined as being 36 months (this cycle was redefined to 24 months based on the new DoD 4140.1-R, January 1993, Materiel Management Regulation). This effort concluded that it was best to stock at a site which minimizes both first and second destination transportation costs.

Finally, the most recent stock positioning study (Report No. DLA-92-P10148, August 1992) also looked at the full procurement cycle of 36 months for the DLA wholesale system. Additionally, it explicitly analyzed DoD variability for both customer demands and vendor shipments and found that demand was not stable for the items covered in the study (approximately 219 thousand active items where "active" was defined as having 12 demands or more per year). This study concluded that stocking-closest-to-the-vendor for the 3-PDS depot system (which was the only depot distribution system evaluated) was the most cost effective policy for the items covered by the study.

To summarize, one may conclude as one reads the history of DoD stock distribution studies, that it is "best" to not over aggregate data since, historically, data aggregation has hidden system variability. Additionally, it is appropriate to use as much data as possible since using too short a time period will also mask system variability. (Preferably, the time period should include a full procurement range.) Further, it is important to include actual DoD wholesale and Service (Army, Navy, and Air Force) level intermediate wholesale and retail level data. This last issue is important since the two levels (wholesale and retail) are quite different in terms of their business patterns and vary significantly by DoD component. In short, to effect good (both cost effective and responsive) stock-distribution solutions within DoD, one must examine the full DoD system and not be restricted to only one DoD component.

APPENDIX B
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APPENDIX C FEDERAL SUPPLY CLASS SINGLE SITE DISTRIBUTION PATTERNS

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WEST	10.1	10.1	10.1	10.1	4	3	9.0	9.0	9.0	10.7	10.7	10.7	10.7		6.0	6.0	6.0	6.0		27.2	27.2	27.2	27.2	5.8	5.8	5.8	5.8		6.4	6 .4	4.9	6.4
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5.7 3.9 40.4 11.1 1.8 5.4 10.5 3.9 40.1 11.1 1.8 5.4 7.2 2.4 44.3 11.1 1.8 5.4 12.3 2.4 44.6 11.1 1.8 5.4 10.7 7.3 11 22.7 4.7 34.1 6.6 6.9 10.1 22.7 4.7 34.1 7.6 1.9 23.3 22.7 4.7 34.1 0.6 0 25.2 22.7 4.7 34.1	0 16 San Diego	16 San Diego	San Diego	oBe	6.3		0	0	0	25	43.8	0	18.8	გ
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Tracy 0.8 0.1 6.1 1.4 San Diego 3.6 2.4 0.9 0.3 Susquehanna 0 0 0 0 Tracy 0 0 0 0 Susquehanna 4.5 5.2 12 16.7 Norfolk 1.3 7 8.6 21.7 Norfolk 0.3 1.8 4.5 3.3 Susquehanna 0 0 0 0 Norfolk 0 0 0 0 San Diego 0 0 0 0 San Diego 0 0 0 0 San Diego 0 0 0 0 Susquehanna 0.7 2.3 13.5 15.1 Susquehanna 0.7 2.3 13.5 15.1 Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8			29.4	5.4
Susquehanna 0 0 85.7 0 Susquehanna 0 0 0 0 Tracy 0 0 0 0 Susquehanna 4.5 5.2 12 16.7 Norfolk 1.3 7 8.6 21.7 Tracy 0.3 1.8 4.5 3.3 San Diego 3 1.2 2.3 2.9 San Diego 0 0 0 0 Tracy 0 0 0 0 San Diego 0 0 0 0 Susquehanna 0.7 2.3 13.5 15.1 Norfolk 0 0 0 0 0 San Diego 0 0 0 0 0 0 Norfolk 7.6 5 3.9 16.6 5 5.5 8.8 Tracy 0.4 1.5 6.5 8.8 8.8 8.8		27.6 8.4	29.4	5.4
Susquehanna 0 0 85.7 0 Norfolk 28.6 0 67.1 0 Tracy 0 0 0 9.5 San Diego 0 0 0 0 Susquehanna 4.5 5.2 12 16.7 Tracy 0.3 1.8 4.5 3.3 Susquehanna 0 0 0 0 Norfolk 0 0 0 0 Tracy 0 0 0 0 San Diego 0 0 0 0 Susquehanna 0.7 2.3 13.5 15.1 Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8		27.6 8.4	29.4	4.0
Susquehanna 0 0 85.7 0 Norfolk 28.6 0 67.1 0 Tracy 0 0 0 0 Susquehanna 4.5 5.2 12 16.7 Norfolk 1.3 7 8.6 21.7 Tracy 0.3 1.8 4.5 3.3 Susquehanna 0 0 0 0 Norfolk 0 0 0 0 San Diego 0 0 0 0 Susquehanna 0.7 2.3 13.5 15.1 Norfolk 0 0 0 0 0 Susquehanna 0.7 2.3 13.5 15.1 Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8	•	•	4	c
Norfolk 28.6 0 57.1 0 Tracy 0 0 0 9.5 Susquehanna 4.5 5.2 12 16.7 Norfolk 1.3 7 8.6 21.7 Tracy 0.3 1.8 4.5 3.3 San Diego 3 1.2 2.3 2.9 Norfolk 0 0 0 0 San Diego 0 0 0 0 San Diego 0 0 0 0 Susquehanna 0.7 2.3 13.5 15.1 Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8	0		2 4	
Tracy 0 0 0 9.5 San Diego 0 0 0 0 Susquehanna 4.5 5.2 12 16.7 Norfolk 1.3 7 8.6 21.7 Tracy 0.3 1.8 4.5 3.3 San Diego 3 1.2 2.3 2.9 Norfolk 0 0 0 0 San Diego 0 0 0 0 San Diego 0 0 0 0 Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8	0		4	o (
San Diego 0 0 0 0 Susquehanna 4.5 5.2 12 16.7 Norfolk 1.3 7 8.6 21.7 Tracy 0.3 1.8 4.5 3.3 San Diego 3 1.2 2.3 2.9 Norfolk 0 0 0 0 San Diego 0 0 0 0 Susquehanna 0.7 2.3 13.5 15.1 Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8		0	8.4	0
Susquehenna 4.5 5.2 12 16.7 Norfolk 1.3 7 8.6 21.7 Tracy 0.3 1.8 4.5 3.3 San Diego 3 1.2 2.3 2.9 Norfolk 0 0 0 0 Susquehanna 0 0 0 0 San Diego 0 0 0 0 Susquehanna 0.7 2.3 13.5 15.1 Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8		0	4 .	0
Norfolk 1.3 7 8.6 21.7 Tracy 0.3 1.8 4.5 3.3 San Diego 3 1.2 2.3 2.9 Susquehanna 0 0 0 0 Norfolk 0 0 0 0 San Diego 0 0 0 0 Susquehanna 0.7 2.3 13.5 15.1 Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8		3.4 9.8	4.6	18.3
Tracy 0.3 1.8 4.5 3.3 Susquehanna 0 0 0 0 Norfolk 0 0 0 0 Tracy 0 0 0 0 San Diego 0 0 0 0 Susquehanna 0.7 2.3 13.5 15.1 Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8		3.4 9.8	4.6	18.3
Susquehanna 0 0 0 0 Norfolk 0 0 0 0 Tracy 0 0 0 0 San Diego 0 0 0 0 Susquehanna 0.7 2.3 13.5 15.1 Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8		3.4 9.8	4.6	18.3
Susquehanna 0 0 0 0 Norfolk 0 0 0 0 Tracy 0 0 0 0 San Diego 0 0 0 0 Susquehanna 0.7 2.3 13.5 15.1 Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8		3.4 9.8	4.6	18.3
Norfolk 0 0 0 0 Tracy 0 0 0 0 San Diego 0 0 0 0 Susquehanna 0.7 2.3 13.5 15.1 Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8		0	0	0
Tracy 0 0 0 0 San Diego 0 0 0 0 Susquehenna 0.7 2.3 13.5 15.1 Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8		0	٥	٥
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Susquehenna 0.7 2.3 13.5 15.1 Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8		0	0	٥
Norfolk 7.6 5 3.9 16.6 Tracy 0.4 1.5 6.5 8.8		11.2 7.2	14.1	5.9
Tracy 0.4 1.5 6.5 8.8		11.2 7.2	14.1	6.R
				5. S
	.4 6.8 44.2	11.2 7.2	14.1	6.3

	EAST	SOMOO S	0 1	14.6	14.6	14.6	10.8	10.8	10.8	10.8	}	7.6	7.6	7.6	7.6		10.4	10.4	10.4	10.4		5.2	5.2	5.2	5.2	13.5	13.5	13.5	13.5	7.2	7.2		
	EAST		ر. د.م	9. 9.	3.6	3.6	8.1	8.1		- C		9.9	6. 6.	6.6	6.6		3.8	3.8	3.8	3.8		4.5	4.5	4 .7	4 .5	2.9	2.9	2.9	2.9	4	4	4	۲
	WEST	UCUNUS	2.8	8.2	8.2	8.2	6.5	6.5	60	, rc	3	7.6	7.6	7.6	7.6		8.7	8.7	8.7	8.7		14.6	14.6	14.6	14.6	9.9	6.6	6.6	9 .0	o.	ď		2
COUNT)	WEST	riee!	3.1	3.1	3.1	3.1	4.8	4	. 4 4	; o	t o	13.4	13.4	13.4	13.4		5.6	5.6	5.6	5.6	;	11.8	11.8	11.8	11.8	e0	, es	3.8	3.8	Œ	σ	n d	ח
TAL MRO	> 1000	MILES	စ္တ	29.7	50.7	46.9	34	33	5 5	4.5.4	4.2.9	32.6	32	40.9	80.8		30	29.2	55	55	}	10	9.3	56.3	56.8	26.9	26.7	80.8	60.5	26.2	2 20	25.5	
(% OF TO	< 1000	MILES	9.6	10.4	2.8	6.3	126	113	? •	o •	w 4.	0	7.6	8.5	• •)	18.6	21	3.4	÷	<u>:</u>	18.6	24.5	0.8	0.2	1 00	31.5	9.	- E.	ď	2.5.0	24.1	-
PATTERNS	<250	MILES	13.3	16.5	12.1	4.0	7 7	? -		0.51	8. 8.	11.1	10.3	10.9	4	2	17.6	6	10.1	. 4	7: +	28.9	2.9	6,5	0.3	7.0	t 40°	; •	2.4	9	5. 6	2.8	
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	< 100	MILES	3.2	4.3	9.1	4.6	ç	F. 7	4. (3.6	4	3.1	7.3	0.7	. 4	ŝ	ιΩ	6 /	. r.		6.7	6.3	1.6	0.1	2.2	ć	9.5		2.5	•	÷ ;	 	u
		MILES	14.4	9.6	က	7.3	•	1.6	4.0	œ. O	න ල:	4	4	i (c	ָרָ פֿיי	;	6	1 01		7 9	6.7	c	, 81	0.1	4.4	L (9 6	6. 4.		- 5	10.1	•
		DEPOT	Susquehenne	Norfolk	Track	San Diego		Susquehanna	Norfolk	Tracy	San Diego		Notellallia	Track	118c4	San Diago	Guedensen	No. of the	Nortolk	11954	San Diego	e do de	Norfolk	Track	San Diego	·	Susquehenne	Nortoik	rracy San Diago		Susquehenna	Norfolk	1
	TOTAL	MROs	5079	5079	5079	5079		11843	11843	11843	11843	0.00	6/01	1670	6/01	8/9	10707	120481	12048	1 2040	120481	7446	7 4 4	0 4 4 4	4446		21218	21218	21218) 	10944	10944	
	VENDOR	RECEIPTS	191	191	<u> </u>	191		480	480	480	480	į) t	6	6	67	000	3022	3022	3077	3022	į	- ·	õ	6 6		358	358	358	9	292	292	
		FSCs	1430	1430	1 1 30	1430		1440	1440	1440	1440	•	1450	1450	1450	1450		1560	1560	1560	1560		1610	1610	1610		1615	1615	1615		1620	1620	

VENDOR TOTAL CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) RECEIPTS MILES MILES ALLES ALLES <th>!</th> <th>EAST</th> <th>20000</th> <th>p (</th> <th>9.0</th> <th>6.6</th> <th>9.9</th> <th>7.9</th> <th>7.9</th> <th>6</th> <th>, ,</th> <th>?</th> <th>4</th> <th>4</th> <th>4</th> <th>4</th> <th></th> <th>12.8</th> <th>12.8</th> <th>12.8</th> <th>12.8</th> <th>9.</th> <th>11.1</th> <th>11.1</th> <th>11.1</th> <th>11.1</th> <th></th> <th>5.4</th> <th>5.4</th> <th>τ. 4.</th> <th>5.4</th> <th></th> <th>0.5</th> <th>0.5</th> <th>0.5</th> <th>0.5</th> <th></th>	!	EAST	20000	p (9.0	6 .6	9.9	7.9	7.9	6	, ,	?	4	4	4	4		12.8	12.8	12.8	12.8	9.	11.1	11.1	11.1	11.1		5.4	5.4	τ. 4.	5.4		0.5	0.5	0.5	0.5	
PECEIPTS PARCE PATTERNS (% OF TOTAL MRO COUNT)		EAST	יורכני	n .	6.3	6,3	6 .3	3.5	3.5			ç. Ç.	5.8	5.8	5.8 8.	5.8		2.7	2.7	2.7	,	7:7	4	4	4	4		22.2	22.2	22.2	22.2		28	28	28	28	
VENDOR TOTAL CUSTOMER PATTERNS (% OF TOTAL MRO CCSO CHOOO CLOSTOMER PATTERNS (% OF TOTAL MRO CCSO CHOOO CASO CASO <t< td=""><td></td><td>WEST</td><td>OCONOS</td><td>т. Ф.</td><td>4.7</td><td>5.4</td><td>5.4</td><td>10.5</td><td>10.5</td><td>301</td><td></td><td>e.01</td><td>89 6.</td><td>6.8</td><td>8.9</td><td>ص ه</td><td>}</td><td>8.6</td><td>8.6</td><td>9.</td><td></td><td>10</td><td>11.4</td><td>11.4</td><td>11.4</td><td>11.4</td><td></td><td>2.9</td><td>2.9</td><td>2.9</td><td>2.9</td><td></td><td>0.2</td><td>0.2</td><td>0.2</td><td>0.2</td><td></td></t<>		WEST	OCONOS	т. Ф.	4.7	5.4	5.4	10.5	10.5	301		e.01	89 6.	6.8	8.9	ص ه	}	8.6	8.6	9.		10	11.4	11.4	11.4	11.4		2.9	2.9	2.9	2.9		0.2	0.2	0.2	0.2	
VENDOR TOTAL <50 RECEIPTS MROs DEPOT MILES 141 16074 Susquehanna 0.1 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 San Diego 8.5 2317 48313 Susquehanna 0.1 2317 48313 San Diego 9.2 331 17911 Susquehanna 0.1 283 10111 Susquehanna 0.6 283 10111 Susquehanna 0.5 2425 63501 Tracy 1.8 2425 63501 Tracy 1 6 3640 Norfolk 17 6 3640 Susquehanna 0 6 3640 Susquehanna 0 6 3640 Susquehanna 0	COUNT)	WEST	FEET	90	œ	œ	ω	4.6	4.6		0. 4	ð. 3	14.3	14.3	14.3	14.3) :	4.7	4.7	4.7	. '	7.4	4.6	4.6	4.6	4,6		7.72	27.7	7.72	7.72		40.3	40.3	40.3	40.3	
VENDOR TOTAL <50 RECEIPTS MROs DEPOT MILES 141 16074 Susquehanna 0.1 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 San Diego 8.5 2317 48313 Susquehanna 0.1 2317 48313 San Diego 9.2 331 17911 Susquehanna 0.1 283 10111 Susquehanna 0.6 283 10111 Susquehanna 0.5 2425 63501 Tracy 1.8 2425 63501 Tracy 1 6 3640 Norfolk 17 6 3640 Susquehanna 0 6 3640 Susquehanna 0 6 3640 Susquehanna 0	TAL MRO	> 1000	MILES	30.5	28.9	52.2	53.7	30.7	30.1		53.4	56.1	24.5	23.8	52.1	8 75) ;	34.2	32.1	52.5		53.6	25.8	25.2	52.8	54.5	!	14.5	13.5	29.5	30.3		7.4	7.2	23.8	25.5	
VENDOR TOTAL <50 RECEIPTS MROs DEPOT MILES 141 16074 Susquehanna 0.1 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 San Diego 8.5 2317 48313 Susquehanna 0.1 2317 48313 San Diego 9.2 331 17911 Susquehanna 0.1 283 10111 Susquehanna 0.6 283 10111 Susquehanna 0.5 2425 63501 Tracy 1.8 2425 63501 Tracy 1 6 3640 Norfolk 17 6 3640 Susquehanna 0 6 3640 Susquehanna 0 6 3640 Susquehanna 0	(% OF TO	× 1000	MILES	19.2	22.3	4.3	2.3	6	7.16	7.1.7	5.1	1.7	18.3	21.7	4.6	-	:	17.3	21.1	<u></u> .	;	m	22.4	24.3		-	•	5.4	6.4	7.5	0.1		2.4	2.6	1.7	0	
VENDOR TOTAL <50 RECEIPTS MROs DEPOT MILES 141 16074 Susquehanna 0.1 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 San Diego 8.5 2317 48313 Susquehanna 0.1 2317 48313 San Diego 9.2 331 17911 Susquehanna 0.1 283 10111 Susquehanna 0.6 283 10111 Susquehanna 0.5 2425 63501 Tracy 1.8 2425 63501 Tracy 1 6 3640 Norfolk 17 6 3640 Susquehanna 0 6 3640 Susquehanna 0 6 3640 Susquehanna 0	PATTERNS	<250	MILES	18.1	3.6	13.7	6.4	9	2 .	4.7	12	4 .1	17.3	3.4	4.7		ŧ	13.3		5.5 101	5	5.2	16.1	- e-	4.01	3.3	!	19.4	3.4	10.4	1.2	ļ	15.1	5.1	4.8	0.1	
VENDOR TOTAL <50 RECEIPTS MROs DEPOT MILES 141 16074 Susquehanna 0.1 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 Tracy 0.3 141 16074 San Diego 8.5 2317 48313 Susquehanna 0.1 2317 48313 San Diego 9.2 331 17911 Susquehanna 0.1 283 10111 Susquehanna 0.6 283 10111 Susquehanna 0.5 2425 63501 Tracy 1.8 2425 63501 Tracy 1 6 3640 Norfolk 17 6 3640 Susquehanna 0 6 3640 Susquehanna 0 6 3640 Susquehanna 0	SUSTOMER	< 100	MILES	5.8	10.9	3.1	4.2		- 6	9.0	1.1	2.3	8,8	10.2	1 2		7.7	ص م		o ,	?	4	4	7.7	1.3		- •	2.4	1.6	4.0	α-) :	9	1.2	0.1	2.2	
VENDOR TOTAL RECEIPTS MROs 141 16074 5 141 16074 7 141 16074 7 141 16074 7 141 16074 8 2317 48313 8 2317 48313 8 2317 48313 8 2317 48313 8 2317 48313 8 2317 48313 8 2317 48313 8 2317 48313 8 2317 48313 8 2317 17911 8 331 17911 8 331 17911 8 2425 63501 1 2425 63501 8 6 3640 6 6 3640 6 6 3640 6 6 3640 6 6 3640 6 7418		0	MILES	0.1	80	0.3	8.5	•	- (12.7	1.9	9.2		. 6 /) E	2 1	7.7	6		d (×.	5.5	c u	; «	; -	_ (ñ. O	0	17	: 0	, a	?	0	14.9		3.2	i i
VENDOR RECEIPTS 141 141 141 141 141 141 141 141 141 14			DEPOT	Susquehanna	Norfolk	Tracv	San Diego	-	Susquenanna	Norfolk	Tracy	San Diego	a contained	Modelle Management	Track	racy	San Diego	accede:	auminianhenc	Norfolk	Tracy	San Diego	4	Susquementa	Nortoik	- racy	San Diego	Susquehange	Norfolk	Treat	riacy Cr. Cr. S	San Urago	Susquehanna	Norfolk	7.00 P	San Diago	2
		TOTAL	MROs	16074	16074	16074	16074		48313	48313	48313	48313	17911	11671	116/1	116/	17911	11101		101	10111	10111	10000	0350	10659	10050	63501	3640	3640	26.0	9 6	3640	2418	0.40	0147	2418) 1
5Cs 630 630 630 630 650 650 650 650 660 660 660 660 670 670 670 670 670 67		VENDOR	RECEIPTS	141	141	141	<u>.</u> 4		2317	2317	2317	2317	,	33.	331	331	331	ć	587	283	283	283		2425	2425	2425	2425	u	.	p 4	۰ ۵	ဖ	c	o (> (.	>
C-8			FSCs	1630	1630	1630	1630		1650	1650	1650	1650		0991	1660	1660	1660				1670	1670	,	1680	1680	1680	1680	•	0171	01/1	0 1	1710		07/1	1720	1720	1/20

					CUSTOMER	TERNS	3 (% OF TC	TAL MRO	COUNT)			!
	VENDOR	TOTAL		< 50	< 100	<250	< 1000	<250 <1000 >1000 WEST	WEST	WEST	EAST	EAST
FSCs	RECEIPTS	MROs	DEPOT	MILES	MILES	MILES	MILES	MILES	רנהו	٦,	ברבים ל	
.235	1750	22115	Susmishanna	0.2	4.7	12.2	17.5	33.8	3.7		m m	C. 2
26/-	07/1	21.70	,	! (,	7 66	3.7		60	13.5
1730	1728	32115	Nortolk	6. 5.	o.u	ŧ.	7.07	07:)	;		! !	
066.	1730	32115		2.2	2.2	6.3	5.9	51.7	3.7		ω ∞	13.5
222	07/1	2		!	!	1	•	i			ď	اء ب
1730	1728	32115	San Diego	2.2	2.8	7.6	8. 8.	9. -); ?		9	!
•	•	2213	Cuedanos	ć	3.4	17.6	17.9	24.5	5.5	7.7	7.4	15.9
2	<u>-</u>	2.70		;			•		u		7.4	15.9
1740	141	3213	Nortolk	9. 9.		4		*· · · ·)		•	
7 7 9		2213	Track	2.3		9.4	4. G.	51.3	5,5		7.4	15.9
?	<u>.</u>	2	400	<u>;</u>			•	:	ŭ		4	9.51
1740	141	3213	San Diego	3.5		5. 9.	2.3	4. -	o.		:	

EAST FAST	0	11.2	11.2	11.2	11.2	22.1 8.6				22.1 8.6	13.9 13.9	13.9 13.9	13.9 13.9	13.9 13.9			14.7 14.8	14.7 14.8	14.7 14.8		on i			9.9	13.9 18.1	13.9 18.	13.9 18.1	13.9 12.1				
WEST EA	S	19 1	.1	19	19 11	20				8.6		17.3	•			16.3	16.3	16.3	16.3				4.6	4 .	12.4	12.4		12.4	ŗ	:	•	7.2
COUNT)	PLEET C	11.3	11.3	11.3	11.3	18.4	† ·	4.0	16.4	16.4	10.4	10.4	10.4	10.4		12.8	12.8	12.8	12.8		6.6	6. 6	6.6	ග .	13.6	13.6	13.6	13.6	•	7:-	•	1.2
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	MILES	23.9	21.7	26.7	29.1	7	? ·	14.3	32.1	32.1	21.8	20.4	27.5	32.9		17.6	16.7	27.6	31,9		23.7	20.4	56.6	59.9	18.4	17.6	30.9	33.6		7.04	• • •	45.2
S (% OF T(< 1000 MILES	9.5	1.7	2.5	0.1			0	0.7	0.7	7.3	6.2	6.5	-		9.2	8.1	4.6	0.3		17.8	9.6	3.3	0	80	10	. E.	9.0	!	2.0		16.3
PATTERN	<250 MILES	12	7.9	18	4.0		38.0	4.4	11.4	0	11.9	5.8	10.2	0.5	!	10.5	7.8	၈	0.3		19.7	13.2	9.9	0	101	-	7.2	0.7		8.01		13.3
CUSTOMER	<100 MI FS	2	9.6		4.1	1	0.7	6.4	0	0		9	0.2		ì	4.1	2.1	. 0	2.4		5.3	7.2	0	7	4.7	, d	e c	2.5		တ		10.8
_	<50 MII FS	100	. m	, e	13.9		0	12.1	0	11.4	ני	8 67	? ? ?		ţ.	0	, oc	; c	6.6		0	15.8	0	4.6	,	. n	n c	5.7 7.4		7.2		2.4
	TOGEN	Oct Ot	Norfolk	Teach	San Diego	•	Susquehanna	Norfolk	Tracy	San Diego	40.000	Note:	1010F	riacy Car Diago		Susanishanos	Marfalk	Trong.	San Diego		Susquehenna	Norfolk	Tracy	San Diego		Susquenanna	Nortolk	racy San Diago		Susquehenna		Norfolk
	TOTAL	SOUN	1010	* O F U	5484		140	140	140	140	2000	2043	2 6	2043	\$ 1 07	14591	14691	14591	14591		152	152	15.0	152		8113	8113	8 1 1 8 8 1 1 8	5	166		166
	VENDOR	RECEIPTS	43.4	4 6 6	334	;	12	12	: 6	12	,	p (80.	28	200	761	5 6	(9)	761		4	+ ∢	t «	1 4	1	193	193	193 cor	2	13		5
	Č	FSCS	2010	2010	2010	2	2020	2020	2020	2020	•	2030	2030	2030	2030	900		2040	2040	2	2050	2020	0507	2050 2050		2090	2090	2090	2607	2240		2240

	EAST			3.1	3.1	3.1	29.4	29.4	29.4	29.4	ŗ	2.50	33.3	33.3	33.3	;	29	29	29	29	29.2	29.2	29.2	29.2	31.9	i .	4	31.2	31.2	27.2	27.2	27.2	27.2	
	EAST FIFFT O	1	.	0	0	0	0	0	0	0	ć	>	0	0	0		0	0	0	0	0.3	0.3	0.3	0.3	e C	? 4	9.	9.0	0.6 8	1.0	0.1	0.1	0.1	
	WEST	OCOMOS 2:5	5.15	31.3	31.3	31.3	41.2	41.2	41.2	41.2	,	\. 0.	16.7	16.7	16.7		1 .6	9.1	9.1	9.1	11.2	11.2	11.2	11.2	9	9 6	×.	10.8	10.8	8.6	9.8	8.6	8.6	
COUNT)	WEST	יונני	9	0	0	0	0	0	0	0	•	0	0	0	0		0.1	٥.1	0.1	0.1	4.0	4.0	4.0	9 . 0	ŗ) i	\. 0	0.7	0.7	0.2	0.5	0.2	0.2	
TAL MRO (> 1000	MILES	25	25	46.9	46.9	23.5	23.5	23.5	23.5	•	0	0	50	50		31.7	30.8	53.4	53.6	29.6	28.8	47.6	48.3	ŗ	4.72	26.3	45.8	46.5	32.9	31.8	54.6	55.1	
(% OF TO	< 1000 < 1000	MILES	6.3 6.3	15.6	0	6 .3	o,	, 6; 16	6	. 0		33.3	33.3	0	0		16.3	19.3	3.3	2.7	15.1	17.9	9.4	3.6	;	†	17.3	4.1	2.6	16.8	20	3.8	2.7	
PATTERNS	<250	MILES	34.4	6.3	4.0	9.4	o	0	, 60 10	} 0		16.7	0	0	0		8.5	ιΩ	3.3	2.4	8.5	5.4	8.4	2.4	1	o. 1	4.0	4.5	3.2	6.3	4.7	3.6	2.8	
SUSTOMER	<100 <250 <1000 >1000 WEST	MILES	0	12.5	9.4	3.1	c		, c	9. 6.		0	16.7	0	0		3.4	6.4	1.4	2.1	3.6	6.3	1.2	2.6	•	4.2	6.3	1.4	2.7	3.8	8.9	1 .	2.4	
		MILES	0	6.3	0	0	c		, c	. 0		0	0	0	0		1.9	4.0	4.0	-	2.1	6.0	0.5	7		5:	4.	8.0	1.6	1.2	9.0	50	;	
		DEPOT	Susquehenna	Norfolk	Tracy	San Diego	Succession of the succession o	Norfolk	Troni	iracy San Diedo	•	Susquehenne	Norfolk	Tracv	San Diego		Susquehanna	Norfolk	Tracv	San Diego	Susquehanna	Norfolk	Tracv	San Diego		Susquehanna	Norfolk	Tracy	San Diego	Susquehanna	Norfolk	Track	San Diago	1
	TOTAL	MROs	32	32	32	32	ŗ					9	g	ဖ	φ		129646	129646	129646	129646	90670	90670	90670	90670		227007	227007	227007	227007	307366	307366	307366	307366	,
	VENDOR	RECEIPTS	-	-	-	-	c		-	.	•	0	0	0	• •	•	1830	1830	1830	1830	2100	2100	2100	2100		4851	4851	4851	4851	3035	3035	3033	30.33)
	ı	FSCs	2250	2250	2250	2250		2410	2410	2410	2	2420	2420	2420	2420		2510	2510	2510		2520	2520	2520	2520		2530	2530	2530	2530	75,40	040	2340	2540	7 7 7

				,	CUSTOMER	PATTERNS	S (% OF T	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	COUNT)	TAKECH	EACT	EAST
	VENDOR	TOTAL		~ 20	<100	< 250	< 1000 1000	0001	VEST	WES		2018070
FSCs	RECEIPTS	MROs	DEPOT	MILES	MILES	MILES	MILES	MILES	FLEE	OCONOS		OCONOS
2590	1803	92832	Susquehanna	2	3.4	8 .5	15.8	32.5	0.3	6.3	 	E. / Z
2590	1803	92832	Norfolk	6.0	6.9	5.2	18.5	31.8	0.3	e. 6	0.3	27.9
2590	1803	92832	Tracv	9.0	1.4	8.4	3.7	52	0.3	9.3	0.3	27.9
2590	1803	92832	San Diego	1.6	2.9	2.7	2.7	52.4	0.3	6. 6.	0.3	27.9
9	Ş	91.100	ender de la Constantina		7.6	10.6	21.3	25.1	12.6	6.0	19.2	2.7
7620	1 4	20118	Simple property		401	. v.	27.4	17.9	12.6	6.0	19.2	2.7
2620	84 :	20118	Nortolk	† •	t •	5	. 6	05	12.6	6.0	19.2	2.7
2620	84	20118	Tracy	- °	4. 4	<u>.</u>	היים	3 6	12.6	6.0	19.2	2.7
2620	48	20118	San Diego	9.9	4.	+	7. 0	į	<u>.</u>	•	!	•
2005	450	23265	Susquehanna	2.5	9. 6.	10.8	15.1	28.2	2.3	11.1	2.2	23.9
2002	450	23265	Norfolk	2.6	9	7.1	17.7	27.3	2.3	11.1	2.2	23.9
2002	450	23265	Tracy	¦ -	æ.	4.6	3.9	47.5	2.3	11.7	2.2	23.9
2002	0 H	9000	See Dies		7.6	8	2.3	48.3	2.3	11.1	2.2	23.9
2805	004	69767	CROC LIBS	j	ì	<u>}</u>						
2810	61	202	Susquehenne	0	4	23.3	12.9	24.8	2.5	13.4	7.4	11.9
0.00	. E	202	Narfolk	17.3	6.5	4.5	13.9	23.3	2.5	13.4	4.7	9: -
2010	<u> </u>	202	Tracv	0.5	0	6.9	4	53.5	2.5	13.4	4.7	6.1
2810	61	202	San Diego	3.5	ю	1.5	7	52	2.5	13.4	7.4	9.1.
}												
2815	1998	55177	Susquehenna	1.8	ю	10.6	11.5	29.1	4.1	15.9	5.5	18.6
2015	8661	55177	Norfolk	5.2	4.2	5.5	12.9	28	4.1	15.9	5.5	18.6
2015		55177	Tracv	6.0	0.5	12.2	4.4	38	4.1	15.9	ry St	18.6
2815	1998	55177	San Diego	8.6	3.5	1.7	ო	39.1	+ .1	15.9	ທ ທ	18.6
0,00	r	45	Susquebanos	0	0	4 .	11.1	11.1	37.8	2.2	28.9	4.4
7070	4 6	45	Norfolk	2.2	٥	11.1	2.2	11.1	37.8	2.2	28.9	4.4
7070	4 6	. 4 	Track	0	0	6.9	2.2	15.6	37.8	2.2	28.9	4.4
2820	1 11	54	San Diego	8.9	0	0	0	17.8	37.8	2.2	28.9	4.4
	6	9000	a de la serio	c	4	14.2	7	18.4	14.5	18.2	15.1	හ. ල
2825	1/0	12029		, ,			2.6	18.4	14.5	18.2	15.1	6.6
2825	677	85021	Tenti	<u>.</u>		8.41	E	24.8	14.5	18.2	15.1	9.3
2825	/ 8	12039	i racy	• :	> "			7.16	14.5	18.2	15.1	6.0
2825	677	12039	San Diego	2.5	9.7	o	t o	:	?	•	· • •	

•	TOTAL		<50	CUSTOMER < 100	PATTERN: < 250	S (% OF TO < 1000	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT)	COUNT)	WEST	EAST	EAST
RECEIPTS MROS DEPOT		DEPO	MILES	MILES	MILES	MILES	MILES	FLEE	CCGNGS		2000
O 4 Susquehanna	4 Susquehann	Susquehann	0	0	0	0	0	0	0	o (3 5
O 4 Norfolk	4 Norfolk	Norfolk	0	0	0	0	0	0	ο (0 (8 6
0 4 Tracy	4 Tracy	Tracy	0	0	0	0	0	0	0	o '	8 9
O 4 San Diego		San Diego	0	0	0	o	0	0	0	0	<u>3</u>
134 11405 Susquehanna		Susquehenna	0.1	 1.1	15.7	6.9	34.7	10.8	e. 6	හ. හ	8.2
11405		Norfolk	2.2	11.6	5.4	10.2	33.5	10.8	6.8	8.9	8.2
11405		Tracy	1.2	9.0	e. 6	6.3	45.3	10.8	e.e	89 67	8.2
11405		San Diego	7.3	1.6	5.5	3.1	45.3	10.8	e. 6	89 6.	8.2
49. 27651 Susquehanna		Susquehenna	0.2	1.7	10.2	23.4	43.5	4	r. 6	1.8	6.1
27651		Norfolk	3.7	6.1	2.2	24.6	42.4	4	ų.		6.1
27651		Tracy	0.5	1.6	16.9	4.1	55.9	4	 •	æ. 89:	6.1
27651		San Diego	12.6	4	4.1	1.2	22	4	. <u>-</u> oi	8.	6.1
ennedennan C		Suscuehanna	0	0	0	0	0	0	o	o	0
o c		Norfolk	0	0	0	0	0	0	0	0	0
0		Track	0	0	0	0	0	0	0	0	0
0		San Diego	0	0	0	0	0	0	0	0	0
enderlesses	equade: 10s: 2	Budederiosis	o	0	0	0	0	0	200	0	0
	1 Norfolk	Norfolk	. 0	0	0	0	0	0	100	0	0
• •		Tracv	0	0	0	0	0	0	о <u>г</u>	0	0
· <u>-</u>	1 San Diego	San Diego	0	0	0	0	0	0	001	0	0
24 Susainchanna		Susanehenne	0	4 .0	10.7	18	21.3	4.5	18.4	5.7	16.4
244		Norfolk	3.7	3.3	15.2	11.9	20.9	4.5	18.4	5.7	16.4
244		Tracy	4.0	0	8.6	3.7	4	4 .	18.4	2.7	16.4
244		San Diego	6.1	3.3	8.0	1.6	4 3	4 .8	18.4	5.7	16.4
2225 167784 Susmehanna		Susanebanna	1.6	4.	10.2	15.1	28.4	2.1	11.2	2.4	24.5
167784		Norfolk	2.8	5.5	6.3	17.9	27.3	2.1	11.2	2.4	24.5
167784		Tracy	; -	-	5.4	4 .5	47.9	2.1	11.2	2.4	24.5
167784		San Diego	2.7	2.5	3.1	2.9	48.8	2.1	11.2	2.4	24.5

					CUSTOMER	R PATTERNS	S (% OF T(CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	COUNT)		1	
Č	VENDOR	TOTAL	TCOOL	< 50 MII ES	< 100 Mil FS	< 250 MILES	< 1000 MILES	> 1000 MILES	WEST FLEET	WEST	EAST FLEET	OCONUS
255	אברבורוט	SOUM	DET O	277	10	11.4	42.4	29.3	4	4.5	2.5	3.7
2915	214	1 900		; ·		1.1	43.4	28.8	4	5.5	2.5	3.7
2915	214	16581	Nortolk	:	<u>.</u>	- (•	4	2.5	3.7
2915	214	16581	Tracy	0.5	8. O	ຫ ຫ		1.2.1	, ,) L		3.7
2915	214	16581	Sen Diego	7.8	-	2.1	8. O	73.6	4	n r	6.3	;
	Ç	141001	4	r.	មព	10.6	14.7	26.9	1.1	11.7	-	27.6
2920	2/06	141921	Buttanenbane	<u>?</u> •	· "	. 4	, x	25.7		11.7	-	27.6
2920	2706	141921	Nortolk	7 ;	? ·	- 1		47.3	-	11.7	-	27.6
2920	2706	141921	Tracy	6.0	4.	÷ .	? *) L	: .			27.6
2920	2706	141921	San Diego	7	2.4	ლ ლ	2.4	4.84. U.	-	<u>:</u>	-	2
	c c	1409	Succession	0.0	4	6.9	25.6	36.2	3.7	7.8	1.7	11.4
2925	ם כר רי	2609	Norfolk	3.1	ស	4.5	26.9	35.7	3.7	7.6	1.7	4.11
2925	0 00	1409	Treat		5	7.5	9.6	61.6	3.7	7.6	1.7	4.1.
2925	338	1408	I BCY	<u>.</u> .		. 4	£	62.8	3.7	7.6	1.7	11.4
2925	338	7409	San Diego	ი ი	o: -	ņ Ť	<u>.</u>) i				
		20202	eccedent	1.7	4	9.5	14.2	30.5	1.3	11.6	1.9	25.3
	176	2000			, u	S.	17.3	29.2	1.3	11.6	1.9	25.3
- 530 - 1	921	38383	Nortolk	- ;	. t	9	6.4	46.1	1.3	11.6	6.	25.3
2930	921	38383	Lack	<u>*</u>	<u>t</u>			7		11.6	6	25.3
2930	921	38393	Sen Diego	3.1	3.2	 	7.7	7:/*	2	2	2	
1	3	27.0	a contact of the cont	•	1 0	10.4	18.6	27.7	2.6	10.9	1.7	20.4
2935	4 2	2/7	No. folk	. 6	4.8	စ	22.1	26	2.6	10.9	1.7	20.4
2935	0 ¢	12/2	Track	9	0.3	2.7	3.5	56.4	2.6	10.9	1.7	20.4
2935 2935	, d	1275	San Diego	6:0	-	4.2	1.6	56.5	2.6	10.9	1.7	20.4
						•	t t	9	4	4 01	2.1	26.8
2940	2237	145247	Susquehanna	1.3	4. 3.	2.	7.01		- -	40		26.8
2940	2237	145247	Norfolk	2.3	5.7	5. 9.	#. #.	6.07	o (5 6	i (0 96
2940	2237	145247	Tracy	6.0	-	5.2	4 .	47.6	9.	4,01	7. 6	8.04
2940	2237	145247	San Diego	2.3	2.6	3.1	2.8	48.3 E.	~ 9.	4.0.	7.7	9.07
	146	1697	Susdenbar	0.3	80	10.3	21.8	36.2	1.4	بر ري	2	14.4
2945		7696	Norfolk	m	60	7.6	22.5	35.5	4.	5.5	7	14.4
2945	140	3637	Treck	3.2	, tc:	4.	9	61.9	1.4	5.5	7	14.4
2945	C 4 .	1606	1180			4	2	64.4	4.	5.5	7	14.4
2945	145	3697	San Diego	7:	į	.	l					

					CUSTOMEE	PATTERN!	S (% OF TC	SISTOMER PATTERNS (% OF TOTAL MRO COUNT	COUNT)			
	OCK NO.	TOTAL		<50	× 100	< 250	< 1000	> 1000	WEST	WIST	EAST	EAST
200	PECEIPTS	MROR	DEPOT	MILES	MILES	MILES	MILES	MILES	FLEET	OCONUS	FLEET	OCONUS
255	38	589		4.0	2.3	6.5	22.3	29.7	1.6	22.5	1.1	13.7
7390	9	0 0	and the second		6.2	2.6	24.1	27.9	1.6	22.5	1.1	13.7
2950	38	203	WO! JOH	† ·				7 8 7	9	22.5	1,1	13.7
2950	38	569	Tracy	-:	4 .	o, O		· ·	<u> </u>		•	
2950	38	569	San Diego	4	1.8	2.1	3.5	49.7	9.	22.5	<u>-</u>	2
						,	,	į	•		r •	26.2
2000	1856	66968	Susdnehanna	2.1	5.4	11.6	15,4	25.6	7.	7.1.	4.	1.04
0007	1056	88088		2.1	ø	8.1	19.4	24.5	1.2	11.2	1.2	26.2
0667	000	9000			8	ry ea	3.3	49.5	1.2	11.2	1.2	26.2
2990	800	90200	A 28 -	?	? ;			•	1.3	11.9	1.2	26.2
2990	1856	66968	San Diego	2.9	2.4	2.5	7:7	- 20	<u>*</u>	!	!	1
		*****	accordence.	6	4.2	16.3	25.9	21.2	10.3	10.4	4.8	6.7
2995	061	4466	Montal) 4	12.4	2.1	27.9	21.1	10.3	10.4	4.8	6.7
2882	06.	12344	Toron	7	7.0	<u>در</u> م	1.7	56.6	10.3	10.4	8.4	6.7
2995	081	12344	, iecy	t S	; ;			6 7 3	6 01	104	4	6.7
2995	190	12344	San Diego	5.9	2.4	<u>ه</u> -	<u>.</u>	7:16	2	2)	;

MILES MILES MILES MILES MILES MILES PEET OCONUS FLEET OCONUS FLEET<	6		7	CUSTOMER	A PATTERN	S (% OF T(CUSTOMER PATTERNS (% OF TOTAL MRO COUNT)	COUNT)	WEST	EAST	EAST
nnna 0.8 3.5 12 11.9 22.2 7.1 16.1 8.6 7 3.7 5.5 12.6 21.5 7.1 16.1 8.6 1.3 3.7 5.5 12.6 21.5 7.1 16.1 8.6 1.3 2.5 2.4 1.3 38.8 7.1 16.1 8.6 5.3 2.5 2.4 1.3 38.8 7.1 16.1 8.6 1.7 3.4 11.6 17.4 26.7 4.2 14.7 4.2 1.7 0.9 7.6 4.7 4.5 4.2 14.7 4.2 1.7 0.9 7.6 4.7 4.5 4.2 14.7 4.2 anna 1.4 4.3 9.7 14.1 26.3 2.6 11.4 3.2 anna 1.4 4.3 9.7 14.1 26.3 2.6 11.4 4.2 1.5 1.5 4.8 4<	TOTAL	DEPOT	All FS	MI ES	MILES	MILES	MILES	FLEET	OCONOS	FLEET	OCONUS
7 3.7 5.5 12.6 21.5 7.1 16.1 8.6 1.3 0.7 8 3.9 36.5 7.1 16.1 8.6 1.3 0.7 8 3.9 36.5 7.1 16.1 8.6 1.3 2.5 2.4 11.3 38.8 7.1 16.1 8.6 1.5 4.9 5.9 11.4 2.6.7 4.2 14.7 4.2 go 4.3 2.6 4.7 4.5 4.2 14.7 4.2 go 4.3 9.7 14.1 2.6.3 2.6 11.4 4.2 go 4.3 9.7 14.1 2.6.3 2.6 11.4 3.2 ins 1.5 1.5 4.8 4 4.4.1 2.6 11.4 3.2 ins 1.5 1.5 4.2 2.5 14.8 4.4 4.7 4.2 ins 1.5 4.2 2.5 16.8	27020	Susquebanda	0.8	3.5	12	11.9	22.2	7.1	16.1	8.6	17.8
1.3 0.7 8 3.9 36.5 7.1 16.1 8.6 1.4 3.4 11.6 17.4 26.7 4.2 14.7 4.2 1.5 2.5 2.4 1.3 38.8 7.1 16.1 8.6 1.7 0.9 7.6 4.7 45.5 4.2 14.7 4.2 1.7 0.9 7.6 4.7 4.2 14.7 4.2 1.7 0.9 7.6 4.7 4.2 14.7 4.2 1.5 1.5 4.8 4.4 4.1 4.2 14.7 4.2 1.5 1.5 4.8 4.4 4.4 2.6 11.4 3.2 1.6 5.3 5.5 16.8 2.76 3.9 12.9 4.4 1.7 0.8 7.4 7.7 29.7 4.9 11.8 4.9 1.8 0.8 7.4 5.1 4.5 4.6 4.9 11.8 4.9 1.9 0.8 3.7 14.4 15 29.7 4.9 11.8 4.9 1.5 0.8 3.7 14.4 15 29.7 4.9 11.8 4.9 1.6 0.8 3.7 14.4 15 29.7 4.9 11.8 4.9 1.8 0.8 10.2 5.1 4.5 4.8 4.9 11.8 4.9 1.8 0.8 10.2 5.1 4.5 4.9 11.8 4.9 1.9 0.8 3.7 14.4 15 29.7 4.9 11.8 1.9 0.8 3.7 14.4 15 29.7 4.9 11.8 1.9 0.8 10.2 5.1 4.5 4.9 14.2 4.4 1.8 0.8 10.2 5.1 4.8 4.1 14.7 4.4 1.8 0.8 10.2 5.1 4.8 4.1 14.7 4.4 1.9 0.8 1.0 18.8 28.4 4.1 14.7 4.4 1.9 0.8 1.5 3.8 2.7 4.1 14.7 4.4 1.9 0.8 1.5 3.8 4.5 4.1 14.7 4.4 1.9 0.8 1.5 3.8 4.5 4.1 14.7 4.4 1.9 0.8 1.5 3.8 4.5 4.1 14.7 4.4 1.9 0.8 1.5 3.8 4.5 4.1 14.7 4.4 1.9 0.8 1.5 3.8 4.5 4.1 14.7 4.4 1.9 0.8 1.5 3.8 4.5 4.1 14.7 4.4 1.9 0.8 1.5 3.8 4.5 4.1 14.7 4.4 1.9 0.8 1.5 3.8 4.5 4.1 14.7 4.4 1.9 0.8 1.5 3.8 4.5 4.1 14.7 4.4 1.0 0.8 1.5 3.6 4.5 4.1 14.7 4.4 1.0 0.8 1.5 3.6 4.5 4.1 14.7 4.4 1.0 0.8 1.5 3.6 4.5 4.1 14.7 4.4 1.0 0.8 1.5 3.6 4.5 4.1 14.7 4.4 1.0 0.8 1.5 3.6 4.5 4.1 14.7 4.4 1.0 0.8 1.5 3.6 4.5 4.1 14.7 4.4 1.0 0.8 1.5 3.6 4.5 4.1 4.1 4.1 4.1 1.0 0.8 0	22072	Norfolk	7	3.7	5.5	12.6	21.5	7.1	16.1	8.6	17.8
ego 5.3 2.5 2.4 1.3 38.8 7.1 16.1 8.6 k 5.3 4.9 5.9 18.1 26.7 4.2 14.7 4.2 sigo 4.3 5.9 18.1 26.2 4.2 14.7 4.2 sigo 4.3 5.9 7.6 4.7 45.5 4.2 14.7 4.2 sigo 1.5 5.6 5.5 16.8 25.2 2.6 11.4 3.2 sigo 2.1 2.5 16.8 25.2 2.6 11.4 3.2 sigo 2.1 2.5 4.2 4.4 3.2 4.2 4.2 sigo 2.1 2.5 16.8 25.2 2.6 11.4 3.2 sigo 2.1 2.5 4.4 4.7.3 3.9 12.9 4 sigo 5.2 2.6 3.9 12.9 4.9 11.8 4.9 k 5.1 3	27020	Tracv	1.3	0.7	œ	3.9	36.5	7.1	16.1	9.8	17.8
k 3.4 11.6 17.4 26.7 4.2 14.7 4.2 k 5.3 4.9 5.9 18.1 26.2 4.2 14.7 4.2 ago 4.3 5.9 18.1 26.2 4.2 14.7 4.2 aphanna 1.4 4.3 9.7 14.1 26.3 2.6 11.4 3.2 k 2.7 5.6 5.5 16.8 25.2 2.6 11.4 3.2 isgo 2.1 2.5 4.2 2.5 2.6 11.4 3.2 k 5 5.2 16.8 25.2 2.6 11.4 3.2 isgo 2.1 2.5 4.4 2.6 3.9 12.9 4 k 5 5.2 16.8 27.6 3.9 12.9 4 isgo 5.2 16.8 27.6 3.9 12.9 4 k 6 5 2.2 4.7 <t< td=""><td>27020</td><td>San Diago</td><td>5.3</td><td>2.5</td><td>2.4</td><td>1.3</td><td>38.8</td><td>7.1</td><td>16.1</td><td>8. 9.</td><td>17.8</td></t<>	27020	San Diago	5.3	2.5	2.4	1.3	38.8	7.1	16.1	8. 9.	17.8
k 5.3 4.9 5.9 18.1 26.2 4.2 14.7 4.2 ago ago 4.3 2.6 3.2 2.7 47.1 45.5 4.2 14.7 4.2 ago 4.3 2.6 3.2 2.7 47.1 4.2 14.7 4.2 ago 5.6 3.2 2.7 47.1 4.2 14.7 4.2 ago 5.7 5.6 5.5 16.8 25.2 2.6 11.4 3.2 ago 5.1 5.5 15.5 2.6 11.4 3.2 ago 6.5 2.1 5.5 15.5 28.3 3.9 12.9 4 ago 6.5 2.1 2.5 2.6 11.4 3.2 ago 6.6 3.2 2.6 11.4 3.2 ago 6.6 3.2 3.9 12.9 4 ago 6.6 49.9 12.9 4 ago 6.6 49.	63598	Susquehanna	4.	9.E	11.6	17.4	26.7	4.2	14.7	4.2	16.4
1,7 0,9 7,6 4,7 45,5 4,2 14,7 4,2 espo	89269	Norfolk	5.3	6.4	5.9	18.1	26.2	4.2	14.7	4.2	16.4
edge 4.8 2.6 3.2 2.7 47.1 4.2 14.7 4.2 ehanne 1.4 4.3 9.7 14.1 26.3 2.6 11.4 3.2 isgo 2.7 5.6 5.5 16.8 25.2 2.6 11.4 3.2 isgo 2.1 2.5 4.8 4.4 2.6 11.4 3.2 isgo 2.1 2.5 15.2 2.5 15.4 4.6 3.9 12.9 4 k 6 5 5.2 16.8 27.6 3.9 12.9 4 isgo 5.2 2.5 16.8 27.6 3.9 12.9 4 isgo 5.2 2.6 3.7 4.5 4.6 3.9 11.8 4.9 isgo 5.2 2.6 3.7 4.7 4.7 4.9 11.8 4.9 isgo 5.3 5.9 12.9 4.9 11.8 4.9 <t< td=""><td>63598</td><td>Tracv</td><td>1.7</td><td>6.0</td><td>7.6</td><td>4.7</td><td>45.5</td><td>4.2</td><td>14.7</td><td>4.2</td><td>16.4</td></t<>	63598	Tracv	1.7	6.0	7.6	4.7	45.5	4.2	14.7	4.2	16.4
k 1.4 4.3 9.7 14.1 26.3 2.6 11.4 3.2 k 2.7 5.6 16.8 25.2 2.6 11.4 3.2 lego 2.7 5.6 1.5 4.8 4.8 4.4 2.6 11.4 3.2 ehanna 1.4 3.3 12.2 15.5 28.3 3.9 12.9 4 eigo 5.2 6.8 8.1 4.5 4.6 3.9 12.9 4 eigo 5.2 16.8 27.6 3.9 12.9 4 3.2 eigo 5.2 2.6 3.9 12.9 4.5 4.6 3.9 12.9 4 eigo 5.2 2.6 3.9 12.9 4.7 3.9 12.9 4 k 5.6 5.3 12.4 47.3 3.9 12.9 4 k 5.6 5.3 13.5 2.8 4.9 11.8 4.9	63598	San Diego	8.8	2.6	3.2	2.7	47.1	4.2	14.7	4.2	16.4
k 2.7 5.6 5.5 16.8 25.2 2.6 11.4 3.2 1.5 1.5 4.8 4 44.1 2.6 11.4 3.2 lego 2.1 2.5 4.2 2.5 44.6 2.6 11.4 3.2 ehanna 1.4 3.3 12.2 15.5 28.3 3.9 12.9 4 iego 5.2 2.6 3.1 2.4 45.6 3.9 12.9 4 ehanna 1.4 3.7 12.4 45.6 3.9 12.9 4 ehanna 1.4 3.7 12.4 45.3 3.9 12.9 4 ehanna 1.4 3.7 12.4 47.3 3.9 12.9 4 ehanna 1.4 3.7 12.4 47.3 3.9 12.9 4 iego 5.6 5.3 19.5 28.6 4.9 11.8 4.9 iego 4 <t< td=""><td>17678</td><td>Successions</td><td>4.</td><td>4</td><td>9.7</td><td>14.1</td><td>26.3</td><td>2.6</td><td>11.4</td><td>3.2</td><td>27</td></t<>	17678	Successions	4.	4	9.7	14.1	26.3	2.6	11.4	3.2	27
lego 1.5 4.8 4 44.1 2.6 11.4 3.2 ehanna 1.4 3.3 12.2 15.5 28.3 3.9 12.9 4 ehanna 1.4 3.3 12.2 15.5 28.3 3.9 12.9 4 k 6 5 5.2 16.8 27.6 3.9 12.9 4 eleanna 1.2 0.8 8.1 4.5 46 3.9 12.9 4 eleanna 1.4 3.7 12.4 17.7 29.7 4.9 11.8 4.9 k 5.6 5.3 12.4 17.7 29.7 4.9 11.8 4.9 k 5.6 5.9 19.5 28.6 4.9 11.8 4.9 k 5.6 5.9 19.5 28.6 4.9 11.8 4.9 lego 4 3.1 2.8 5.1 4.9 11.8 4.9 lego <td>97271</td> <td>Norfolk</td> <td>2.7</td> <td>. r.</td> <td>5.5</td> <td>16.8</td> <td>25.2</td> <td>2.6</td> <td>11.4</td> <td>3.2</td> <td>72</td>	97271	Norfolk	2.7	. r.	5.5	16.8	25.2	2.6	11.4	3.2	72
lego 2.1 2.5 4.2 2.5 44.6 2.6 11.4 3.2 channe 1.4 3.3 12.2 15.5 28.3 3.9 12.9 4 k 6 5 5.2 16.8 27.6 3.9 12.9 4 lego 5.2 16.8 3.1 2.4 47.3 3.9 12.9 4 channe 1.4 3.7 12.4 17.7 29.7 4.9 11.8 4.9 k 5.6 5.3 5.9 19.5 28.6 4.9 11.8 4.9 k 5.6 5.3 19.5 28.6 4.9 11.8 4.9 k 5.6 5.3 19.5 28.6 4.9 11.8 4.9 lego 4 3.1 3.7 2.8 5.1 4.9 11.8 4.9 k 7.6 6 5 16. 28.4 4.9 11.2 4.4 <	97273	Tracv	7.5	5.5	8.4	4	44.1	2.6	11.4	3.2	72
k 6 5 5.2 15.5 28.3 3.9 12.9 4 k 6 5 5.2 16.8 27.6 3.9 12.9 4 iego 5.2 2.1 6.8 8.1 4.5 46 3.9 12.9 4 iego 5.2 2.6 3.1 2.4 47.3 3.9 12.9 4 iego 5.2 2.6 5.3 12.4 17.7 29.7 4.9 11.8 4.9 iego 4 3.7 12.4 17.7 29.7 4.9 11.8 4.9 iego 4 3.1 3.7 2.8 51.3 4.9 11.8 4.9 iego 4 3.1 3.7 2.8 51.3 4.9 11.8 4.9 iego 6.6 5 16. 28.4 4 14.2 4.4 iego 6.6 5 16. 28.4 4 14.2 <td>97271</td> <td>San Diego</td> <td>2.1</td> <td>2.5</td> <td>4.2</td> <td>2.5</td> <td>44.6</td> <td>2.6</td> <td>4.11</td> <td>3.2</td> <td>27</td>	97271	San Diego	2.1	2.5	4.2	2.5	44.6	2.6	4.11	3.2	27
k 6 5 5.2 16.8 27.6 3.9 12.9 4 iego 5.2 2.6 3.1 4.5 46 3.9 12.9 4 iego 5.2 2.6 3.1 2.4 47.3 3.9 12.9 4 channa 1.4 3.7 12.4 17.7 29.7 4.9 11.8 4.9 k 5.6 5.3 5.9 19.5 28.6 4.9 11.8 4.9 iego 4 3.1 3.7 2.8 5.1 4.9 1.18 4.9 k 3.1 3.7 2.8 51.3 4.9 11.8 4.9 iego 4 3.1 4.9 4.9 4.9 4.9 iego 5.1 4.5 4.9 4.9 4.9 4.9 iego 6.6 5.1 1.4 1.5 2.9.7 4.9 4.9 4.9 iego 6.6 <th< td=""><td>106657</td><td>Suscinehanos</td><td>4</td><td>6. 6.</td><td>12.2</td><td>15.5</td><td>28.3</td><td>3,9</td><td>12.9</td><td>4</td><td>18.5</td></th<>	106657	Suscinehanos	4	6. 6.	12.2	15.5	28.3	3,9	12.9	4	18.5
1.2 0.8 8.1 4.5 46 3.9 12.9 4 elego 5.2 2.6 3.1 2.4 47.3 3.9 12.9 4 eleanna 1.4 3.7 12.4 17.7 29.7 4.9 11.8 4.9 k 5.6 5.3 5.9 19.5 28.6 4.9 11.8 4.9 iego 4 3.1 3.7 2.8 51.3 4.9 11.8 4.9 lebanna 0.8 3.7 14.4 15 29.2 4 11.8 4.9 k 7.6 6 5 16 28.4 4 14.2 4.4 iego 6.6 5 16 28.4 4 14.2 4.4 iego 6.6 5 16 28.4 4 14.2 4.4 iego 6.6 5 10.2 5.1 45.5 4 14.2 4.4 ieg	106657	Norfolk	9	ល	5.2	16.8	27.6	9. 9.	12.9	4	18.5
lego 5.2 2.6 3.1 2.4 47.3 3.9 12.9 4 ehanna 1.4 3.7 12.4 17.7 29.7 4.9 11.8 4.9 k 5.6 5.3 5.9 19.5 28.6 4.9 11.8 4.9 iego 4 3.1 3.7 2.8 51.3 4.9 11.8 4.9 ehanna 0.8 3.7 14.4 15 29.2 4 11.8 4.9 k 7.6 6 5 16 28.4 4 14.2 4.4 k 7.6 6 5 16 28.4 4 14.2 4.4 iego 6.6 3.2 3.3 2.7 46.8 4.1 14.2 4.4 iego 6.6 3.2 3.8 2.7 46.8 4.1 14.2 4.4 iego 6.6 3.2 10.1 16.8 28.4 4.1	106657	Tracv	1.2	0.8	8.1	4.5	46	9.6	12.9	4	18.5
1.4 3.7 12.4 17.7 29.7 4.9 11.8 4.9 5.6 5.3 5.9 19.5 28.6 4.9 11.8 4.9 2.1 0.8 7.4 5.1 49.6 4.9 11.8 4.9 4 3.1 3.7 2.8 51.3 4.9 11.8 4.9 0.8 3.7 14.4 15 29.2 4 14.2 4.4 7.6 6 5 16 28.4 4 14.2 4.4 7.6 6 5 16 28.4 4 14.2 4.4 1.5 0.8 10.2 5.1 45.5 4 14.2 4.4 6.6 3.2 3.8 2.7 46.8 4 14.2 4.4 4.9 10.1 16.8 2.7 46.8 4 14.2 4.4 4.9 3.9 5.3 17.3 27.8 4.1 14.7 4	106657	San Diego	5.2	2.6	3.1	2.4	47.3	3.9	12.9	4	18.5
5.6 5.3 5.9 19.5 28.6 4.9 11.8 4.9 2.1 0.8 7.4 5.1 49.6 4.9 11.8 4.9 4 3.1 3.7 14.4 15 29.2 4 14.2 4.4 0.8 3.7 14.4 15 28.4 4 14.2 4.4 7.6 6 5 16 28.4 4 14.2 4.4 1.5 0.8 10.2 5.1 45.5 4 14.2 4.4 6.6 3.2 3.3 2.7 46.8 4 14.2 4.4 4.9 3.2 3.8 2.7 46.8 4 14.2 4.4 4.9 3.9 5.3 17.3 27.8 4.1 14.7 4.4 4.9 3.9 5.3 17.3 27.8 4.1 14.7 4.4 4.8 2.5 3.1 2.6 45.7 4.1 14.7 4.4 4.8 2.5 3.1 2.5 3.6 45.7	252142	Susanahanna	4.	3.7	12.4	17.7	29.7	4.9	11.8	4 .	13.6
2.1 0.8 7.4 5.1 49.6 4.9 11.8 4.9 Henna 0.8 3.1 3.7 14.4 15 29.2 4 11.8 4.9 Henna 0.8 3.7 14.4 15 29.2 4 14.2 4.4 1.5 0.8 10.2 5.1 45.5 4 14.2 4.4 sgo 6.6 3.2 3.8 2.7 46.8 4 14.2 4.4 hanna 1 2.9 10.1 16.8 28.4 4.1 14.7 4.4 4.9 3.9 5.3 17.3 27.8 4.1 14.7 4.4 1.5 0.8 7.5 3.6 45.7 4.1 14.7 4.4 sgo 4.8 2.5 3.1 2.6 45.7 4.1 14.7 4.4 4.9 1.5 3.9 5.3 17.3 27.8 4.1 14.7 4.4 <t< td=""><td>252142</td><td>Norfolk</td><td>5.6</td><td>5.3</td><td>5.9</td><td>19.5</td><td>28.6</td><td>4.9</td><td>11.8</td><td>4.9</td><td>13.6</td></t<>	252142	Norfolk	5.6	5.3	5.9	19.5	28.6	4.9	11.8	4.9	13.6
lego 4 3.1 3.7 2.8 51.3 4.9 11.8 4.9 ehanna 0.8 3.7 14.4 15 29.2 4 14.2 4.4 k 7.6 6 5 16 28.4 4 14.2 4.4 iego 6.6 3.2 3.8 2.7 46.8 4 14.2 4.4 ehanna 1 2.9 10.1 16.8 28.4 4.1 14.2 4.4 k 4.9 3.9 5.3 17.3 27.8 4.1 14.7 4.4 iego 4.8 2.5 3.1 2.6 45.7 4.1 14.7 4.4 4.9 3.9 5.3 17.3 27.8 4.1 14.7 4.4 iego 4.8 2.5 3.1 2.6 45.7 4.1 14.7 4.4 4.9 3.9 5.3 17.3 27.8 4.1 14.7 4.4	252142	Tracv	2.1	0.8	7.4	5.1	49.6	4.9	11.8	6.4	13.6
hanna 0.8 3.7 14.4 15 29.2 4 14.2 4.4 7.6 6 5 16 28.4 4 14.2 4.4 11.5 0.8 10.2 5.1 45.5 4 14.2 4.4 14.0 6.6 3.2 3.8 2.7 46.8 4 14.2 4.4 14.1 2.9 10.1 16.8 28.4 4.1 14.7 4.4 11.5 0.8 7.5 3.6 45.7 4.1 14.7 4.4 11.5 0.8 7.5 3.6 45.7 4.1 14.7 4.4 11.5 0.8 7.5 3.6 45.7 4.1 14.7 4.4	252142	San Diego	4	3.1	3.7	8.	51.3	6.4	8.	4. e.	13.6
7.6 6 5 16 28.4 4 14.2 4.4 1.5 0.8 10.2 5.1 45.5 4 14.2 4.4 14.2 4.4 14.2 4.4 14.2 4.4 14.2 4.4 14.2 4.4 14.2 4.4 14.2 4.4 14.2 4.4 14.2 4.4 14.3 28.4 4.1 14.7 4.4 15 0.8 7.5 3.6 45.7 4.1 14.7 4.4 19.0 4.8 2.5 3.1 2.6 46.2 4.1 14.7 4.4	179992	Susquehanna	0.8	3.7	14.4	5	29.2	4	14.2	4.4	14.4
1.5 0.8 10.2 5.1 45.5 4 14.2 4.4 hanne 1 2.9 10.1 16.8 28.4 4.1 14.7 4.4 14.5 4.4 14.2 4.4 hanne 1 2.9 10.1 16.8 28.4 4.1 14.7 4.4 1.5 0.8 7.5 3.6 45.7 4.1 14.7 4.4 4.9 2.5 3.1 2.6 46.2 4.1 14.7 4.4	1700071	Norfolk	7.6	တ	ស	16	28.4	4	14.2	4.4	14.4
iego 6.6 3.2 3.8 2.7 46.8 4 14.2 4.4 ehanna 1 2.9 10.1 16.8 28.4 4.1 14.7 4.4 k 4.9 3.9 5.3 17.3 27.8 4.1 14.7 4.4 1.5 0.8 7.5 3.6 45.7 4.1 14.7 4.4 iego 4.8 2.5 3.1 2.6 46.2 4.1 14.7 4.4	179992	Tracv	6.	8.0	10.2	5.1	45.5	4	14.2	4.4	14.4
hanna 1 2.9 10.1 16.8 28.4 4.1 14.7 4.4 4.9 3.9 5.3 17.3 27.8 4.1 14.7 4.4 1.5 0.8 7.5 3.6 45.7 4.1 14.7 4.4 190 4.8 2.5 3.1 2.6 46.2 4.1 14.7 4.4	179992	San Diego	9.9	3.2	3.8	2.7	46.8	4	14.2	4.	14.4
4.9 3.9 5.3 17.3 27.8 4.1 14.7 4.4 1.5 0.8 7.5 3.6 45.7 4.1 14.7 4.4 190 4.8 2.5 3.1 2.6 46.2 4.1 14.7 4.4	7997	Susquehenne		2.9	10.1	16.8	28.4	4.1	14.7	4.4	17.6
1.5 0.8 7.5 3.6 45.7 4.1 14.7 4.4 190 4.8 2.5 3.1 2.6 46.2 4.1 14.7 4.4	7997	Norfolk	6.4	3.9	5.3	17.3	27.8	4.1	14.7	4.4	17.6
lego 4.8 2.5 3.1 2.6 46.2 4.1 14.7 4.4	7992	Tracy	1.5	0.8	7.5	3.6	45.7	4.1	14.7	4.4	17.6
	7992	San Diego	8.4	2.5	3.1	2.6	46.2	4.1	14.7	4.	17.6

MLES MILES MILES		,		,	CUSTOMER	PATTERN:	S (% OF T(CUSTOMER PATTERNS (% OF TOTAL MRO COUNT)	COUNT)	WEST	EAST	EAST
nma 75 0 0 6.3 8.3 8.3 0 0 0 o 0 0 0 91.7 0 0 0 0 o 0 0 0 91.7 0 0 0 0 0 o 0 0 0 91.7 0	FOTAL MROS DEPOT	DEP(70	< 50 MILES	MILES	MILES	MILES	MILES	FLEET	OCONUS	FLEET	OCONUS
0 75 8.3 8.3 0 <td></td> <td>Susan</td> <td>Susquehanna</td> <td>75</td> <td>0</td> <td>0</td> <td>8.3</td> <td>8.3</td> <td>0</td> <td>0</td> <td>0</td> <td>80</td>		Susan	Susquehanna	75	0	0	8.3	8.3	0	0	0	8 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Norfol	.	0	0	75	8.3	8.3	0	0	0	8.3 .3
0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0		Tracy		0	0	0	0	91.7	0	0	0	æ
0.6 5 7.8 15.3 34.3 9.7 14.5 3.1 0.8 4.5 6.7 19.8 31.2 9.7 14.5 3.1 0.6 1.9 8.1 7.5 44.8 9.7 14.5 3.1 4.2 3.9 4.5 1.9 4.8 9.7 14.5 3.1 0.7 9.6 11.1 19.6 33.6 1.6 13.5 1.4 3.6 6.6 7.6 23.4 33.3 1.6 13.5 1.4 4.6 1.1 19.6 32.4 33.3 1.6 13.5 1.4 4.6 2.3 4.6 57.2 1.6 13.5 1.4 4.7 2.3 2.0 1.2 2.3 1.2 1.4 2.3 2.3 2.0 1.2 2.0 1.2 1.2 2.3 1.6 1.2 2.3 1.2 2.0 1.2 2.3 2.3		San Die	08	0	0	0	0	91.7	0	0	0	co
0.8 4.5 6.7 19.8 31.2 9.7 14.5 3.1 0.6 1.9 8.1 7.5 44.8 9.7 14.5 3.1 4.2 3.9 4.5 1.9 48.5 9.7 14.5 3.1 0.7 9.6 11.1 19.6 33.6 1.6 13.5 11.4 4.6 7.6 7.6 7.2 55 1.6 13.5 11.4 0.6 6.6 7.6 7.2 55 1.6 13.5 11.4 4 2.3 6.5 4.6 57.2 1.6 13.5 11.4 0.6 2.9 7.5 17.9 37.6 1.2 20.2 11.2 2.3 2.3 2.3 20.2 39.3 1.2 20.2 11.2 2.3 1.6.7 9.7 1.2 20.2 11.2 20.2 11.2 2.3 1.6.7 9.6 9.7 1.2 20.2	359 Susque	Susque	hanna	9.6	ហ	7.8	15.3	34.3	9.7	14.5	3.1	9.7
0.6 1.9 8.1 7.5 44.8 9.7 14.5 3.1 4.2 3.9 4.5 1.9 48.5 9.7 14.5 3.1 6.7 3.9 4.5 1.9 48.5 9.7 14.5 3.1 3.6 6.6 7.6 23.4 33.3 1.6 13.5 1.4 4.6 7.1 6.5 4.6 57.2 1.6 13.5 1.4 4.6 2.3 6.5 4.6 57.2 1.6 13.5 1.4 2.3 2.3 20.2 33.3 1.2 20.2 1.4 4 1.2 2.3 4.6 57.2 1.6 13.5 1.4 2.3 2.3 20.2 3.7 4.8 1.2 20.2 1.2 2.3 8.1 4.5 50 0 0 0 0 0 0. 0 0 0 0 0 0 0		Norfolk		8.0	4.5	6.7	19.8	31.2	9.7	14.5	3.1	9.7
4.2 3.9 45 1.9 48.5 9.7 14.5 3.1 0.7 9.6 11.1 19.6 33.6 1.6 13.5 1.4 3.6 6.6 7.2 23.4 33.3 1.6 13.5 1.4 4.6 1.1 6.6 7.2 55 1.6 13.5 1.4 4.6 1.1 6.5 4.6 57.2 1.6 13.5 1.4 0.6 2.9 7.5 17.9 37.6 1.2 20.2 1.4 2.3 2.3 20.2 39.3 1.2 20.2 1.2 2.3 8.1 2.9 48 1.2 20.2 1.2 2.3 8.1 2.9 48 1.2 20.2 1.2 0 0 0 0 0 0 0 0 0 0 0.3 4.3 8.9 50.4 32.2 2.3 18.1 1.4		Tracv		9.0	1.9	8.1	7.5	44.8	9.7	14.5	3.1	6.7
0.7 9.6 11.1 19.6 33.6 1.6 13.5 1.4 3.6 6.6 7.6 23.4 33.3 1.6 13.5 1.4 4.6 1.1 6.6 7.2 55 1.6 13.5 1.4 4.6 1.1 5.2 1.6 13.5 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.2 20.2 1.4 1.2 20.2 1.		San Die	oßı	4.2	3.9	<u>4</u> የን	4.9	48.5	9.7	14.5	3.1	9.7
3.6 6.6 7.6 23.4 33.3 1.6 13.5 1.4 4.6 1.1 6.6 7.2 55 1.6 13.5 1.4 4.6 1.1 55 1.6 13.5 1.4 0.6 2.3 6.5 4.6 57.2 1.6 13.5 1.4 0.8 2.3 6.5 17.9 37.6 1.2 20.2 1.4 2.3 2.3 2.0 39.3 1.2 20.2 1.2 2.3 8.1 45.7 1.2 20.2 1.2 2.3 8.1 2.9 48 1.2 20.2 1.2 0	August Sugar	Sugar	hanna	0.7	9.6	11.1	19.6	33.6	1.6	13.5	4.1	on.
4.6 1.1 6.6 7.2 55 1.6 13.5 1.4 4.6 2.3 6.5 4.6 57.2 1.6 13.5 1.4 0.6 2.3 5.2 4.6 57.2 1.6 13.5 1.4 2.3 2.3 2.3 20.2 39.3 1.2 20.2 1.2 2.3 2.3 2.3 20.2 39.3 1.2 20.2 1.2 2.3 5.2 8.1 2.9 48 1.2 20.2 1.2 2.3 6.7 8.1 2.9 48 1.2 20.2 1.2 0 16.7 6.0 6.0 0		Norfolk		. e	6.6	7.6	23.4	33.3	1.6	13.5	4.	o,
4 2.3 6.5 4.6 57.2 1.6 13.5 1.4 0.6 2.9 7.5 17.9 37.6 1.2 20.2 1.2 2.3 2.3 2.3 20.2 39.3 1.2 20.2 1.2 4 1.2 7.5 8.1 45.7 1.2 20.2 1.2 2.3 2.3 2.3 8.1 45.7 1.2 20.2 1.2 2.3 5.2 8.1 2.9 48 1.2 20.2 1.2 0 0 16.7 50 0		Tracv		9.4	1.1	6.6	7.2	55	1.6	13.5	4.	6
0.6 2.9 7.5 17.9 37.6 1.2 20.2 1.2 2.3 2.3 2.0 39.3 1.2 20.2 1.2 4 1.2 7.5 8.1 45.7 1.2 20.2 1.2 2.3 5.2 8.1 45.7 1.2 20.2 1.2 2.3 5.2 8.1 5.0 0 0 1.2 0 16.7 16.7 50 0 0 0 0 0 0 0 0 83.3 0 0 0 0.3 4.3 20.4 32.8 2.3 18.1 1.4 1.4 1.4 3.2 8.9 51.7 2.3 18.1 1.4 1.4 1.7 4.3 4.9 54.3 2.3 18.1 1.4 1.4 1.7 4.3 4.9 54.3 2.3 18.1 1.4 1.6 6.9 10.4		San Die	of.	4	2.3	6.5	4.6	57.2	1.6	13.5	4.4	o.
2.3 2.3 2.0.2 39.3 1.2 20.2 1.2 4 1.2 7.5 8.1 45.7 1.2 20.2 1.2 2.3 5.2 8.1 45.7 1.2 20.2 1.2 2.3 5.2 8.1 2.9 48 1.2 20.2 1.2 0 0 16.7 16.7 50 0 0 0 0 0 0 0 0 0 0 0 0 0.3 0 0 0 0 0 0 0 0 0 0 0.3 4.3 2.0 83.3 0	173 Suggishana	Sugar, Su	800	0.6	2.9	7.5	17.9	37.6	1.2	20.2	1.2	=
4 1.2 7.5 8.1 45.7 1.2 20.2 1.2 2.3 5.2 8.1 2.9 48 1.2 20.2 1.2 0 0 0 16.7 16.7 50 0 0 0 0 16.7 0 16.7 50 0 0 0 0 0 1 1.4 1.4 1.4 24.7 24.7 23.2 <td></td> <td>Norfolk</td> <td></td> <td>2.3</td> <td>2.3</td> <td>2.3</td> <td>20.2</td> <td>39.3</td> <td>1.2</td> <td>20.2</td> <td>1.2</td> <td>=</td>		Norfolk		2.3	2.3	2.3	20.2	39.3	1.2	20.2	1.2	=
2.3 5.2 8.1 2.9 48 1.2 20.2 1.2 0 0 16.7 16.7 50 0 0 0 0 0 0 0 16.7 50 1.4 1.4 0 0 0 0 <		Tracv		4	1.2	7.5	8.1	45.7	1.2	20.2	1.2	11
0 0 16.7 16.7 50 0<		San Dieg	٥	2.3	5.2	1.8	2.9	48	1.2	20.2	1.2	-
0 16.7 0 16.7 50 0<	Susquebands	Susoneh	8008	0	0	16.7	16.7	20	0	0	0	16.7
0 0 0 83.3 0 0 0 0		Norfolk		0	16.7	0	16.7	50	0	0	0	16.7
0 0 0 83.3 0 0 0 0.3 4.3 8.9 20.4 32.8 2.3 18.1 1.4 1.4 4.9 3.4 24.7 32.2 2.3 18.1 1.4 1.4 1.4 3.2 8.9 51.7 2.3 18.1 1.4 1.4 1.7 4.3 4.9 54.3 2.3 18.1 1.4 0.9 6.9 10.4 19.1 34.7 1.3 13.2 0.7 1.6 6.9 7.1 23.2 33.3 1.3 13.2 0.7 1.8 1.8 6 4.7 57.8 1.3 13.2 0.7 3 2.7 5 3.2 58.2 1.3 13.2 0.7		Tracv		0	0	0	0	83.3	0	0	0	16.7
0.3 4.3 8.9 20.4 32.8 2.3 18.1 1.4 1.4 4.9 3.4 24.7 32.2 2.3 18.1 1.4 1.4 1.4 3.2 8.9 51.7 2.3 18.1 1.4 1.4 1.7 4.3 4.9 54.3 2.3 18.1 1.4 0.9 6.9 10.4 19.1 34.7 1.3 13.2 0.7 1.6 6.9 7.1 23.2 33.3 1.3 13.2 0.7 1.8 1.8 6 4.7 57.8 1.3 13.2 0.7 3 2.7 5 3.2 58.2 1.3 13.2 0.7		San Dieg	2	0	0	o	o	83.3	0	0	0	16.7
1.4 4.9 3.4 24.7 32.2 2.3 18.1 1.4 1.4 1.4 3.2 8.9 51.7 2.3 18.1 1.4 1.4 1.7 4.3 4.9 54.3 2.3 18.1 1.4 0.9 6.9 10.4 19.1 34.7 1.3 13.2 0.7 1.6 6.9 7.1 23.2 33.3 1.3 13.2 0.7 1.8 1.8 6 4.7 57.8 1.3 13.2 0.7 3 2.7 5 3.2 58.2 1.3 13.2 0.7	348 Susque	Sugara	a const	0.3	4.3	8.8	20.4	32.8	2.3	18.1	1.4	11.5
1,4 1,4 3.2 8.9 51.7 2.3 18.1 1.4 1,4 1,7 4.3 4.9 54.3 2.3 18.1 1.4 0,9 6.9 10.4 19.1 34.7 1.3 13.2 0.7 1,6 6.9 7.1 23.2 33.3 1.3 13.2 0.7 1,8 1,8 6 4.7 57.8 1.3 13.2 0.7 3 2.7 5 3.2 58.2 1.3 13.2 0.7		Norfolk		4.	6.4	3.4	24.7	32.2	2.3	18.1	4.	11.5
1.4 1.7 4.3 4.9 54.3 2.3 18.1 1.4 0.9 6.9 10.4 19.1 34.7 1.3 13.2 0.7 1.6 6.9 7.1 23.2 33.3 1.3 13.2 0.7 1.8 1.8 6 4.7 57.8 1.3 13.2 0.7 3 2.7 5 3.2 58.2 1.3 13.2 0.7		Tracv		4.	1.4	3.2	6.8	51.7	2.3	18.1	4.	11.5
0.9 6.9 10.4 19.1 34.7 1.3 13.2 0.7 1.6 6.9 7.1 23.2 33.3 1.3 13.2 0.7 1.8 1.8 6 4.7 57.8 1.3 13.2 0.7 3 2.7 5 3.2 58.2 1.3 13.2 0.7		San Die	oBo	4.1	1.7	4.3	6.4	54.3	2.3	18.1	4.	11.5
1.6 6.9 7.1 23.2 33.3 1.3 13.2 0.7 1.8 1.8 6 4.7 57.8 1.3 13.2 0.7 3 2.7 5 3.2 58.2 1.3 13.2 0.7	1074 Susqui	Silver	e Coede	<i>6</i> .0	6.9	10.4	19.1	34.7	1.3	13.2	0.7	12.8
1.8 1.8 6 4.7 57.8 1.3 13.2 0.7 3 2.7 5 3.2 58.2 1.3 13.2 0.7		Norfol	1	9.6	6.	7.1	23.2	33.3	1.3	13.2	0.7	12.8
3 2.7 5 3.2 58.2 1.3 13.2 0.7		Track	ť	60	1.8	9	4.7	57.8	1.3	13.2	0.7	12.8
		Sen Di	080	_с	2.7	ហ	3.2	58.2	1.3	13.2	0.7	12.8

ļ	EAST	OCONUS	26.3	26.3	26.3	26.3	14.5	14.5	14.5	14.5	9.6	9 .6	9.6	9.6		52	25	52	25	7 0				7.6	ø	6	ø	o,	12.5	12.5		12.5
			0	0	0	0	9.6	9.1	9.6	1.6	E	 	6.3	1.3		0	0	0	0	7	r <	.	t .	4.0	8.3	8.3	8.3	e. 8	4.2	4.2		7.4
	Д ;		-	_	_	-	-	-		-	-	_	_	_						4		. u	•	_		~	~	-	•	•	,	•
	WEST	OCONUS	36.8	36.8	36.8	36.8	20.9	20.9	20.9	20.9	10.3	10.3	10.3	10.3		12.5	12.5	12.5	12.5	Ġ	n (ñ. 0	න ල	12	12	12	12	20.8	20.8		20.8
COUNT)	WEST	FEET	5.3	5.3	5.3	5.3	3.5	3.5	3.5	8. 5.	9.0	9.0	9.0	9.0		0	0	0	Ö	i e	S. 1.	ທ໌ ເ	a. D	3.5	4.2	4.2	4.2	4.2	4.	1.4		4
TAL MRO	> 1000	MILES	26.3	26.3	10.5	31.6	26.7	22.8	46.6	43.4	8.94	45.5	62.2	63.5		62.5	62.5	12.5	62.5		21.7	21.4	L.19	64.1	31	30.6	46.3	6.03	27.8	27.8		38.9
3 (% OF TC	<1000	MILES	0	0	21.1	0	15.1	19.3	2.3	5,8	18.6	20.5	6.4	4.5		0	0	20	0	,	21.4	19.2	a,5	4.0	17.7	17.5	7.9	5.6	15.3	11.1		C.
PATTERNS	< 250	MILES	5.3	5.3	0	0	10.3	6.1	, r.	5.5	4	- eq	i rų	4.		0	0	0	0		16.2	12.6	c	1.3	13.2	7.7	01	4	7.6	8 6 6	:	œ
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT)	<100	MILES	0	0	0	0	7.1	. n	; -	2.6	n	, r	. o	, e	!	0	0	٥	0		14.1	7.1	0	2.7	4.	4.7	0.7	2.9	ď	, c)	c
	< 50	MILES	o	0	0	0	, C		9 6	2.3	ď		. r	9 6	2	0	c	o c	0		0.2	13.3	6.0	5.1	03		1.7	6.2	c	> 4	9.	9
		DEPOT	Susquehenne	Norfolk	Track	San Diego		Susquenamina	Norion	iracy San Diego		Susquenantia	Nortoik	racy See Diego		Susquepanne	Norfolk	Teacy	San Diego		Susquehanna	Norfolk	Tracy	San Diego	Suspense	Norfolk	Track	San Diego		Susquenanna	Nortolk	
	TOTAL	MROs	19	61	2	6 6	;			311	i	00.	0 0	00.	000	00		s 0	, α		548	548	548	548	7119	2117	7119	7119	ć	7 1	7/	i
	VENDOR	RECEIPTS	4	. 4	• •	1 4	ć	8Z (53	23 23	ļ	23	23	23	3	er	· (,	, w		57	57	27	22	Ç	2000	380	380	•	י מי	m	
		FSCs	2418	2410	0 4 4 0	3416	1	3417	3417	3417		3419	3419	3419	3419	3474	1710	3424	3424		3426	3426	3426	3426		343	3431	3431		3432	3432	

						CUSTOMER	PATTERN	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	DTAL MRO	COUNT)			
		VENDOR	TOTAL		<50	× 100	<250	< 1000	> 1000	WEST	WEST	EAST	EAST
u	FSCs	RECEIPTS	MROs	DEPOT	MILES	MILES	MILES	MILES	MILES	REET	OCONUS	FLEET	OCONUS
· "	3433	26.7	6831	800	0.7	4.5	10.2	14.8	32	3.5	13.7	9. 9.	16.7
, "	2422	262	6831	Norfolk	3.5	5.6	ß	17.5	30.5	3.5	13.7	3.9	16.7
, (2455	262	6831	Tracv	1.4	1.2	6.1	5.3	48.2	3.5	13.7	3.9	16.7
, (1)	3433	262	6831	San Diego	3.4	2.5	3.6	2.4	50.3	3.5	13.7	9.6	16.7
`		•	ć	4	c	4	10.3	24.1	27.6	0	17.2	0	17.2
	3436	o (£ 6	Susquenting	,	; c	6.9	27.6	27.6	0	17.2	0	17.2
,, ,	3436	5 6	F 7	Track	;	4.6	4.6	3.4	55.2	0	17.2	0	17.2
., ()	3436 3436	00	29	San Diago	0	. & 4.	3.4	10.3	48.3	0	17.2	0	17.2
					d		7.2	11.7	33.3	5.4	5.4	2.7	30.6
'	3438	- ,	= ;	Susquenanna	. o		. e	15.3	33,3	5.4	4.7	2.7	30.6
- '	3438	- •	= :	Nortgin	<u>.</u> c	<u></u>	7.2	4.0	43.2	5.4	4.0	2.7	30.6
- '	3438	- •	<u>:</u>	I racy	, 6	4.0	6.0	. . .	8.9	5.4	5.4	2.7	30.6
	3438	_	=	ogen Diego	e. O	ţ	2	<u>!</u>					
	6	1761	03546	Succinehanna	7.0	λ. 4.	12.1	16.3	30.8	4.4	10.7	5.4	14.4
	3439	* 0	93546	Nortolk	₹ 4	· vo	Ф	20	29.2	4.4	10.7	5.4	14.4
-19	3439	1,04	02000	Tool of	, ,	1.0	6.2	5.7	20	4.4	10.7	5.4	14.4
	3439	1/64	83340	LBCY	. ,	: :		•	ŭ	4 4	10.7	5.4	4.4
	3439	1764	83546	San Diego	ო	2.8	4 0	"	<u>6</u>	ř	}	į	:
	•	C	629	Suscingation	0	5.5	13.5	16.7	24.6	7.8	17.5	7.7	6.4
	1445	ຣິເ	9 6	Norfolk	, c	. 4. 0.	7.7	16.7	22.8	7.8	17.5	7.7	6.4
	1440	2 2	9 6	Track	90	0.2	6.7	6.1	46.9	7.8	17.5	7.7	6.4
	344		639	San Diego	4.1	2.7	Ξ	9.0	52.1	7.8	17.5	7.7	6.4
								,	(•	·	c	4
	3442	ស	4	Susquehenne	0	0	14.3	21.4	42.9	>	: ;	۰ ۱	?
	3442	ıc	14	Norfolk	0	7.1	0	35.7	35.7	0	7.1	0	4. 4. 5.
	3442	, ru	4.	Tracy	0	0	7.1	28.6	42.9	0	7.1	0	14.3
	3442		4	Sen Diego	0	7.1	0	28.6	42.9	0	7.1	0	7 6.3
	;	ć	ā	acces 4	c	0	37.5	6.3	12.5	0	37.5	0	6.3
	5	•	9 4	Norfolk	375	0	0	6.3	12.5	0	37.5	0	6.3
	3443	.	<u> </u>	Teach		0	0	0	56.3	0	37.5	0	6.3
	3443	5	0 (1.864			• •	c	56.3	0	37.5	0	6.3
	3443	0	9	San Diego	5	>	,	>	;	ı			

MILES MILES MILES MILES MILES				Í	CUSTOMER	A PATTERNS	S (% OF TO	OTAL MRO	COUNT)	MEGT	FAST	FAST
DEPOIL MILLES MILLES<	г	FOTAL	1000	× 50	001	<250 MILES	001	V 1000	WESS	OCONUS	P.ET	OCONOS
Norfolk 2.4 3.7 7.2 3.4 3.4 3.7 0 9.7 0 Tracy 2.4 2.9 2.9 1.9 72 0 9.7 0 Tracy 2.4 2.9 2.9 1.9 72 0 9.7 0 San Diago 1.9 1.7 3.9 2.9 2.4 1.3 12.5 1.7 1 Norfolk 4.7 3.9 9.9 2.5 4.4 1.3 12.5 1.7 1	1	MROs	DEPOI	MILES	MILES	MILES	79 E	31.9	0	9.7	0	8.2
Norfolk 2.4 8.7 7.2 31.4 32.4 0 9.7 0 Thacy 2.4 2.9 2.9 1.9 7.2 0 9.7 0 San Diego 1.9 1.2 2.1 1.3 12.5 1.7 0 9.7 0 Tracy 0.9 1.7 3.9 2.9 2.2 4.4 1.3 12.5 1.7 0 9.7 0 San Diego 0.9 1.7 3.4 10.3 27.6 3.4 6.9 0 0 Susquehama 0 41.4 3.4 10.3 27.6 3.4 6.9 0 Norfolk 3.4 0 44.8 13.8 20.7 3.4 6.9 0 Sun Diego 6.9 3.4 10.3 27.4 3.4 6.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <td></td> <td>207</td> <td>Susquehenne</td> <td>2.4</td> <td>4.9</td> <td><u>e</u> ;</td> <td>6.63</td> <td>? .</td> <td>• •</td> <td>7.6</td> <td>c</td> <td>8 2</td>		207	Susquehenne	2.4	4.9	<u>e</u> ;	6.63	? .	• •	7.6	c	8 2
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Susquehanne 0.4 8.2 12.1 23.7 24.1 1.3 12.5 1.7 Norfolk 4.7 3.9 25.4 24.6 1.3 12.5 1.7 Trecy 0.9 1.7 3 2.2 60.8 1.3 12.5 1.7 San Diego 0 3 1.7 60.8 1.3 12.5 1.7 Susquehanna 0 41.4 3.4 10.3 27.6 3.4 6.9 0 Sunduchanna 0 0 10.3 0 72.4 3.4 6.9 0 Sunduchanna 0 0 25 17.9 53.6 0 0 0 Sunduchanna 0 0 22.1 53.6 60.7 0 0 0 Sunduchanna 0 3.1 12.5 3.1 3.4 3.1 25 0 San Diego 0 3.1 3.2 3.4 3.1 25 0 <td></td> <td>207</td> <td>San Diego</td> <td>6.</td> <td>-</td> <td>5.8</td> <td>. 6.</td> <td>71.5</td> <td>0</td> <td>.</td> <td>></td> <td>7</td>		207	San Diego	6.	-	5.8	. 6.	71.5	0	.	>	7
Norfolk 4,7 3.9 9.9 25.4 24.6 1.3 12.5 1.7 Treey 0.9 1.7 3 2.2 60.8 1.3 12.5 1.7 San Diego 0 3 3 1.7 60.8 1.3 12.5 1.7 San Diego 6.9 3.4 0 44.8 13.8 20.7 3.4 6.9 0 Norfolk 0 0 10.3 0 72.4 3.4 6.9 0 San Diego 6.9 3.4 0 0 72.4 3.4 6.9 0 Susquehanna 0 0 25 17.9 53.6 0		ç	Succeptanna	4.0	8.2	12.1	23.7	24.1	1.3	12.5	1.7	15.9
Treey 0.9 1.7 3 2.2 60.8 1.3 12.5 1.7 San Diago 0 3 3 1.7 60.8 1.3 12.5 1.7 Susquehanna 0 41.4 3.4 10.3 27.6 3.4 6.9 0 Norfolk 3.4 0 10.3 0 72.4 3.4 6.9 0 San Diago 6.9 3.4 0 0 72.4 3.4 6.9 0 Norfolk 7 0 0 72.4 3.4 6.9 0 San Diago 0 0 7.1 57.1 0 0 0 San Diago 0 3.1 12.5 3.1 9.4 3.1 25 0 San Diago 0 3.1 12.5 3.1 9.4 3.1 25 0 San Diago 0 3.1 3.7 5.6 3.1 2.5 0 0 </td <td></td> <td>100</td> <td>Norfolk</td> <td>4.7</td> <td>ි ණ භ</td> <td>6.6</td> <td>25.4</td> <td>24.6</td> <td>1.3</td> <td>12.5</td> <td>1.7</td> <td>15.9</td>		100	Norfolk	4.7	ි ණ භ	6.6	25.4	24.6	1.3	12.5	1.7	15.9
Surguehanna 0 41.4 3.4 10.3 27.6 3.4 6.9 1.7 1.7 60.8 1.3 1.7 <		1 666	Track	6.0	1.7	ю	2.2	8.09	e. -	12.5	1.7	15.9
Susquehanna 0 41,4 3,4 10.3 27.6 3,4 6.9 0 Norfoik 3.4 0 10.3 0 72,4 3,4 6.9 0 Tracy 0 0 10.3 0 72,4 3,4 6.9 0 Susquehanna 0 0 25 17,9 53,6 0 0 0 Norfolk 0 0 0 7.1 57,1 0		232	San Diego	0	m	ю	1.7	60.8	1.3	12.5	1.7	15.9
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Tracty 0 10,3 0 72,4 3.4 6.9 0 San Diego 6.9 3.4 0 0 72,4 3.4 6.9 0 Susquehanna 0 0 25 17.9 53.6 0 0 0 Norfolk 0 0 0 32.1 64.3 0 </td <td></td> <td>5 6</td> <td>Norfolk</td> <td>4.</td> <td>0</td> <td>44.8</td> <td>13.8</td> <td>20.7</td> <td>3.4</td> <td>6.9</td> <td>0</td> <td>ø. 9</td>		5 6	Norfolk	4.	0	44.8	13.8	20.7	3.4	6.9	0	ø. 9
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Susquehanna 0.6 6.7 10.7 17.6 34.6 4.7 10.4 6.6 Norfolk 4.3 5.4 7 19.7 33.6 4.7 10.4 6.6 Tracy 2.1 1.2 7.7 5.8 53.4 4.7 10.4 6.6		5 4 4	San Diego	5.6	0	5.6	3.7	55.6	0	14.8	0	8.4
Subqueitering 4.3 5.4 7 19.7 33.6 4.7 10.4 Norfolk 4.3 5.4 7 10.4 Tracy 2.1 1.2 7.7 5.8 53.4 4.7 10.4		000	4	e C	6.7	10.7	17.6	34.6	4.7	10.4	6.6	8.2
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118CV 4.7 10.4		8/875	Noticia	, c		7.7	89.	53.4	4.7	10.4	9.6	8.2
		278/3		; ;		4	er er	55.1	4.7	10.4	8.8	8.2

	T EAST T OCONUS	10.8	10.8	10.8			10.4	10.4	10,4	10.4		13.8	13.8	13.8	13.8			25.3	25.3	25.3		0	0	0	0			_	-		4.1	4.1		4.1
	EAST	1.6	9.1	1.6		?	7.2	7.2	7.2	7.2	!	1.2	1.2	1.2	1.2		14.1	14.1	14.1	14.1		0	0	0	0		3.3	3.3	3.3	3.3	0	0	,	0
	WEST OCONUS	38.4	38.4	38.4	38.4	<u>;</u>	11.3	11.3	11.3	11.3) :	7.8	7.8	7.8	7.8		25.4	25.4	25.4	25.4		16.7	16.7	16.7	16.7		17.4	17.4	17.4	17.4	б	60		cr.
COUNT)	WEST FLEET	2.2	2.2	66	; c	7.7	5.4	5.4	Ř.	4	Š	0.3	0.3	0.3	6.0		10.1	10.1	10.1	101	<u>.</u>	0	0	0	0		2.5	2.5	2.5	2.5	c	. с	•	c
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	> 1000 MILES	16.9	17	÷ 0	3 7	;	31.5	30.4	51.3	, K	?	34.3	33.6	63.5	65.1		9.6	6.8	18.3	0 0	0.00	83.3	83,3	0	16.7		34.9	34.4	43.4	46.3	72.2	71.1	:	30.6
S (% OF T(< 1000 MII FS	13.2		? .	- (Q 4.	16.3	19.4	, r) (P.'4	25.4	27.1	9.2	7.4	•	3,5	4.3	2.5		?	c	0	66.7	20		13.4	14.2	8.5	4.6	0	5.01	?	0 V 3
PATTERN:	<250		- 3 H	2. 6	7.0	2.9	11.1	7	. 7	, n	۲, ۲,	10.8	. G	m	, c	2	10.7	2.4	, t	: 6	2.3	c	, c	0	16.7		9.2	ĸ	8.8	4.3	ç	· .	-	•
CUSTOMER	< 100 All ES	WILE.	? 6	ñ .	- -	6. O	6.2	4 4	ŗ r); •	4.2	<u>در</u>	, eq.	4.0	· ·	7 :	1.3	-	<u>?</u> c	, ,	-	c	, c	16.7	0		6.2	7	8.1	3.3	ć	7. ,	-	•
	< 50	MILES	?; ·	7	2.6	1.7	C R		p e	ر ا تو	3.7	ני	, 4	, &) r	3	1.0		7. 0	9 1	2.7	•	,	,	0	•	0.1	. E	1.2	5.3	•	- ,	-	,
	1	DEFO	Susquenanna	Nortolk	Tracy	san Diego	o de de la company	Susqueriariila	Nortolk	Tracy	San Diego	4	Norfolk	Track	11804	san Diego	A contract of the contract of	The A-th	Norton #	l racy	San Diego		Susquenanna	Nortoik	San Dieno		Susanehanna	Norfolk	Track	San Diego	•	Susquehanna	Norfolk	
	TOTAL	MKOS	687	687	687	687	. 707	***	14841	14841	14841	750	0.7	759	n (/29	3750		3750	3/20	3750	•	တ္ (.	o 4	•	1809	0001	000	1809	,	97	97	
	VENDOR	RECEIPTS	86	88	98	86	i	635	635	635	635	ć	28	78	87	82	r c	323	323	323	323	ı	7	7	77 (4	0	3 6	n 6	n σ 0 α		~	~	
	1	FSCs	3456	3456	3456	3456	•	3460	3460	3460	3460		3465	3465	3465	3465		3210	3510	3510	3510		3520	3520	3520	3520	000	3330	3530	3530		3540	3540	;

EAST OCONUS	0	0	0	0		15.7	15.7	15.7	15.7		6.6	9.9	9.9	6.6		25.1	25.1	25.1	, JE	7.9.1	0		, (-	0	c		,	ο -	o	•	0	0	0	0	
EAST PLEET	33.3	33.3	33.3	33.3		ø	Ø	ø	ø	•	0	0	0	0		5.7	5.7	5.7	; ;	'n	0	• •	> (0	0	c	o (> '	0	0	,	0	0	0	0	
WEST	16.7	16.7	16.7	18.7		13.3	13.3	13.3	23.3)	11.4	11.4	11.4	11.4		24.6	24.6	4 70	0.4.0	24.6	c		> '	0	0	¢	> (>	0	0		0	0	0	0	
COUNT I WEST FLEET	12.5	12.5	12.5	12 8	?	7.3	7.3	7.3	7.3	?	0.7	0.7	0.7	0.7	;	13.7	13.7	7 0	7.9.	13.7	c	•	0	0	0	(> (0	0	0		0	0	0	٥	ı
TAL MRO > 1000 MILES	8.3	8.3	29.2	3.7.6	o.	76	25.3	39.8	41.7	}	42.6	40.8	60.2	62.3) }	14.9	14.3	? c	50.3	28.6	Ş	3 :	8	0	100	•	3	001	0	o		0	0	8	100))
(% OF TO < 1000 MILES	4.2	12.5	C*	} <	>	13.7	6.9	7 4	; '	7	19	23.5	8.7	4.2	•	4	0	6.3	2.9	9.0	•	5	0	8	0	•	0	0	0	o		85.7	71.4	٥	c	>
PATTERNS <250 MILES	16.7	d		•	9	9.7	4	. 4	t d	9. 9	හ	o	9.7		9.	ro 		ō.	<u>-</u> :	9.0	(0	0	0	0	,	0	0	0 <u>0</u>	0		0	14.3	0	c	>
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT < 100 < 250 < 1000 > 1000 WEST MILES MILES FLEET	8.3	16.7	j c	> '	0	4		, u	<u>.</u>	2.4	10.4	្រំ	0.3		n O	6		4.7	0	0	•	0	0	0	0		0	0	0	100		14.3	14.3	0		>
< 50 < 50 MILES		,	.	o	0	70	; u	D. 0	3.3	6 .	6	2.4	. 4	· ·	4.	4	? !	1.7	9.0	1.1		٥	0	0	0		0	0	0	o		0	0	0	• •	ɔ
DEPOT	מבו סו	Susquenamina	Norioik	Tracy	San Diego	o contraction of the contraction	Susquements.	Nortoik	Tracy	San Diego	Ciedata	Norfolk	Treat	Lacy	San Diego		Simenana	Norfoik	Tracy	San Diego		Susquehanna	Norfolk	Tracv	Sen Diego		Susquehanna	Norfolk	Tracv	San Diego		Susanehenne	Norfolk	Track	A 26	Sen Diego
TOTAL	SOL	\$;	74	24	24	7664	****	3654	3654	3654	000	n 000	000	687	289		6/1	175	175	175		-	-	-	· -		-	-			-	7			• 1	7
VENDOR	ACCEILIO	o (0	0	0	Ç	298	298	298	298	;	2 ;	2 :	0	0	,	12	12	12	12		0	o		. 0		0	c	, c	o c	•	r	4 6	۷ ،	7	8
Č	FSCS	3590	3590	3590	3590	•	3610	3610	3610	3610		3611	3611	3611	3611		3615	3615	2615	3615		3625	3675	14 46	3625		3630	3830	0000	0000	2630	2626	3600	3635	3635	3635

PTS MROs DEPOT 11 Susquehanna 11 Tracy 11 Tracy 11 Tracy 11 San Diego 3370 Susquehanna 14 Susquehanna 14 Susquehanna 14 Tracy 14 Susquehanna 1 Norfolk 11 Tracy 11 San Diego 12 Susquehanna 1 Norfolk 11 Tracy 13 Susquehanna 1 Susquehanna 1 Susquehanna 1 San Diego 0 Susquehanna 0 Norfolk 1 Tracy 1 San Diego		<100 < 100 9.1 0 0 9.1 3 3	<250 MILES	<1000 MILES	> 1000 MILES	WEST FLEET	WEST	FLEET	OCONUS
MROs DEPOT 11 Susquehanna 11 Norfolk 11 Tracy 11 San Diego 3370 Susquehanna 3370 Tracy 3370 Tracy 3370 Susquehanna 14 Susquehanna 1 Norfolk 1 Tracy 1 San Diego	AILES 0 0 0 0 0.2 5 5 0.8 1.8 0 0	MILES 9.1 9.1	MILES	MILES	MILES	FLEET	OCONOS	rtei	OCONOS
11 11 11 11 12 13 13 13 10 10 11 10 10 10 10 10 10 10 10 10 10	0 0 0 0 5 5 0.8 1.8 0 0	1.0 0 % & £	0		•				
3370 3370 3370 3370 14 14 1130 130	0 0 0.2 5 5 6.8 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OO 6.		0	9.1	0	27.3	18.2	36.4
3370 3370 3370 3370 14 14 1130 130 130	0 0 0.8 1.8 1.8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	o 6. w 6	9.1	0	9.1	0	27.3	18.2	36.4
3370 3370 3370 3370 14 14 1130 130 130	0 0.2 5 0.8 1.8 1.8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	. n (9.1	0	9.1	0	27.3	18.2	36.4
3370 3370 3370 144 14 1 130 130 0 0	0.2 5 0.8 1.8 0 0	m (0	0	£.6	0	27.3	18.2	36.4
3370 3370 14 14 1130 130 0	0.8 1.8 14.3 0	0	15.1	10.9	19.6	10.2	11.4	16.5	13
3370 3370 14 14 14 14 130 130 0	0.8 1.8 0 0	5.0	9.1	10	18.5	10.2	11.4	16.5	13
3370 14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0	2:1	4.4	6.2	36.3	10.2	11.4	16.5	13
41 4 4 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	0 0 0	1.6	4.3	2.3	38.9	10.2	11.4	16.5	13
4 4 4	14.3	0	14.3	0	14.3	28.6	28.6	14.3	0
4 +	00	0	0	0	14.3	28.6	28.6	14.3	0
130 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	28.6	28.6	28.6	14.3	0
	,	0	0	7.1	21.4	28.6	28.6	14.3	0
	<	c	c	o	001	0	0	٥	0
- 1 1 1 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	.			c	001	0	0	0	٥
- 1 130 0 130 0 0 0 0	.	,	, ,	<u> </u>	<u>}</u> o	0	0	0	0
- 130 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	. (5	c	c	o	0	0
130 130 0 0 0	-	o	>	3	•)	•	,	ı
130	0	7.7	6.2	15.4	35.4	3.1	13.1	6.2	13.1
130	3.1	4.6	5.4	18.5	33.1	3.1	13.1	6.2	13.1
0 0 0	6.2	0	0	14.6	43.8	3.1	13.1	6.2	13.1
000	0	0	6.2	2.3	56.2	3.1	13.1	6.2	13.1
00	0	0	0	0	0	0	0	0	0
• •	0	0	0	0	0	o	0	0	0
	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
5 Susquehenna	0	0	0	50	66.7	0	6.7	0	6.7
	• •	0	0	20	66.7	0	6.7	0	6.7
. <u>1</u>	. 0	0	26.7	20	40	0	6.7	0	6.7
Ā	o	13.3	70	6.7	46.7	0	6.7	0	6.7

EAST EAST FLEET OCONUS	0 17.2	0 17.2	0 17.2	0 17.2				0.3 20.5	0.3 20.5	0 14.7	0 14.7	0 14.7	0 14.7		0	0		0				2.5 22.5	0.3 28.7	0.3 28.7	0.3 28.7	0.3 28.7	0.2 25.1	0.2 25.1	0.2 25.1	
WEST E	9.3	9.3	9.3	e. e			15.5	15.5	15.5	23.5	23.5	23.5	23.5		0	0	0	0			=======================================	=	13.8	13.8	13.8	13.8	19.1		19.1	
COUNT) WEST	0.3	0.3	0.3	0.3		8.0	8.0	8.0	0.8	o	0	0	0		0	0	0	0	2.1	2.1	2.1	2.1	2.2	2.2	2.2	2.2	0.4	0.4	4.0	
)TAL MRO (> 1000 MILES	48.3	44.7	49.7	51.7		23.4	20.7	53.6	53.6	35.3	35.3	20	52.9		4	9	901	901	27.2	26.2	51.7	53	35.4	30.3	44	43.2	27	24.1	42.7	
(% OF TC< 1000MILES	1.6	21.9	6.3	ស		13.2	27.8	1.2	1.2	6	17.6	6.2	2.9		0	0	0	0	18	20.2	4.3	1.8	8.7	14.9	3.3	4.1	15.3	22.8	4.1	
PATTERNS <250 MILES	9.6	2.6	6.3	11.6		17.9	7.9	4.7	3.6	17.6	c	, c	o i	<u>:</u>	4	70	0	0	8.5	6.4	2.6	4.7	5.6	89.00	3.6	5.6	10.2	1 6	, K	3
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT S <100 <250 <1000 >1000 WEST MILES MILES MILES FLEET	3.3	m	· cr	4.6		6.8	4.3	8.	က	ď) a	; c	o c	•	0	0	0	0	6.3	7.8	7	1.2	4 4	. 4 . 8	· •	0.7	4	. 4		_
< 50 < 50 Mil FS	0	•	. 6	6.0		5.	2.3		4.	c		ם מ	n c	•	50	04	ł o	0	e: -	1.2	<u>.</u>	11	б] [e,	1.4		. п	9 6	2
FOGS	Susquebenna	Norfolk	Teach.	San Diedo		Susonahanna	Norfolk	Track	San Diego		Susquentian of the	Nortolk	racy See Diese	ogu Clado	Susquehanna	Norfolk	Track	San Diego	Susquehanna	Norfolk	Track	Sen Diego	acce de 1001.2	Notelle	Trans	San Diego		Susquenema	Nortolk	2002
TOTAL	SOL SOL	300	7 60	302	;	858	9 4	ט מ מ מ	658	,	40	45	4 4	4	G	ט נ	ט נ	າ ທ	2653	2653	2653	2653	67.0	2/6	2/0	972	6	5456	5455	LVLL
VENDOR	אברבור ו ט	5 Y	6 4	7 n	3	œ	9 6	0 4	89	,	x o •	co (co (20	c		o (0	87	6	6 6	87	é	? (X	9 69 60 69	•	126	126	94.
Ċ	735.	1000 1000	3034	3694	t D D	3695	000	3695	3695		3710	3710	3710	3710	0,70	37.20	37.20	3720	3740	0 7 7 6	3740	3740	1	3770	37/0	3770		3805	3805	F < 6 0

,	EAST	OCONOS 35:	79.1	28.1	28.1	28.1	13	13	13	13	56	26	78	26		16.7	16.7	16.7	16.7	į	1.61	19.1	19.1	19.1	19.6	19.6	19.6	19.6	17.9	17.9		
		FLEET	•	7	7	7	-	-	-	-	1.7	1.7	1.7	1.7		5.1	5.1	5.1	т -		5.3	5.3	5.3	5.3 E.3	13.9	13.9	13.9	13.9	9.0	8.0	•	9
	WEST	OCONUS	4.0.	19.4	19.4	4.61	10.9	10.9	10.9	10.9	18.1	18.1	18.1	18.1		16.6	16.6	16.6	4 4 1	9	16.3	16.3	16.3	16.3	19.1	19.1	19.1	19.1	01	01	•	2
COUNT)	WEST	FLEET	9. S	9.5	9. 12.	9.5	6.0	0.9	6:0	6.0	£.	· •	1.3		?	4.6	8,4	8,		o,	4.4	4.4	4.4	4.	16.1	16.1	16.1	16.1	1.7	1.7		<u>:</u>
TAL MRO	> 1000	MILES	17.6	15.6	25	26.1	36	34.8	57.9	58.3	25.5	93.9	40.7	41.0	¥::	27.3	25.3	45.3		4	25.1	23.7	41.2	42.6	12.6	12.6	19.6	22.6	34.2	32.7		4.50
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	<1000	MILES	7.5	9.3	2.4	0.3	20.4	23.4	9	7.2	128		5.4	. 6	٨.٥	4	9 9 1	. 4 	}	7	1.8	13.5	6.4	2.4	7.4	e7) M	0	17.1	8.61	: 1	
PATTERNS	<250	MILES	7.6	3.6	8.2	1.7	10.7		4 5	. 4. . e.	5		, r		ņ.	6.5	7 4	r a) (2.3	12.4	8.8	7.4	2.7	Ç		. 6	•	ب 	. e		ď
USTOMER	<100	MILES	3.1	5.9	0.4	2.7	ď) (°		2.1	e c	5 L	7. 0	ņ (2.3	τυ 64	. ע	6. 5	t	7	5.2	5.1	90	2.9	,	<u>}</u>	o c	4.3	ď	۰ ۲	2	-
C	< 20 < 20	MILES	0.3	1.8	0.1	5.3	9	? .	, ,	7.1	•	- 1	4 ,	• :	2.4	6	? .	4	-	3.6	40	; e	ه د د	4 .3	c	> 6	9. C	.4 E.3	7	; ;	3.	•
		DEPOT	Susquehenne	Norfolk	Tracv	San Diego		Susqueriarina	Norioik	i racy San Diego	,	Susquehanna	Nortolk	l racy	San Diego	a customer of the	and deligible of	Nortolk	Tracy	San Diego	Succession	Norfolk	Transit	San Diego		Susquenenda	Nortoik	i racy San Diego	-	Susquenanna	Noticia	,
	TOTAL	MROs	1151	1151	1151	1151	9	3880	3880	3880 3880	,	5802	5802	2805	5802	4101	*/0	4674	4674	4674	7603	1780	7750	5327		230	230	230 230		4101	5	• • • • •
	VENDOR	RECEIPTS	7		: 7	: 7		185	287	185 185		245	245	245	245		<u>.</u>	5	115	115	ć	303	303	303	1	co	&	x 0 x 0		628	829	1
		FSCs	3910	3910	0.00	3910	,	3920	3920	3920 3920		3930	3930	3930	3930			3940 -2	3940	3940	ě	3950	3950	3950		3960	3960	3960		3990	3990	

	EAST	OCONUS	20.3	19.3	19.3	19.3	16.1	16.1	. 41		1.01	15.8	15.8	15.8	15.8		18.8	18.8	18.8	18.8		13.9	13.9	13.9	13.9	19.1	19.1	19.1	19.1		17	17	17	11
			7.8	2.8	2.8	2.8	9.9	6.6	. 4	9 0	9	4.4	4.4	4.4	4.4		7.5	7.5	1.5	7.5		7.3	7.3	7.3	7.3	11.4	11.4	11.4	11.4		8.7	8.7	8.7	8.7
	WEST	OCONUS	11.2	11.2	11.2	11.2	11.6	11.6		o (9 .	4.0	₹ .	4.0	4.0		16.2	16.2	16.2	16.2		29.1	29.1	29.1	29.1	18	18	18	18		14.1	14.1	14.1	14.1
COUNT)	WEST	PLEET	2.4	2.4	2.4	2.4	5.1	, r	; ;		5.7	4	4	4	4		1.6	1.6	1.6	1.6		7.9	7.9	7.9	7.9	80 52	89 52:	8.5	60		7	7	7	7
TAL MRO	> 1000	MILES	31.4	30.4	51.5	52.5	27.6	26.1		47.2	50.2	31.7	30.5	53	55		34.7	33.7	38.5	39.5		11.4	4.6	37.9	37.5	20.5	19.6	31	32	ļ	25.1	23.9	38.5	40.5
(% OF TO	<1000	MILES	16.6	19	4.7	2.8	14.7			œ	2.3	15.9	19.1	5.5	2.6		14.4	16.3	19	17.2		7.7	9.3	4.0	0.7	9.3	9.2	4	2.3	Ì	12.5	14.1	4.5	7
PATTERNS	<250	MILES	11.2	5.4	5.6	3.8		2 4	o.	ស	3.4	12.6	6.1	5.6	3.4		7.4	5.5	2.8	2.7		14.5	80	2.8	-	1.6	6.	5.2	بر در	}	10.2	g	6.5	4.6
USTOMER	<100 <250 <1000 >1000 WES	MILES	4.2	5.8	1.2	2.6	-	- (n. O	1.2	7	5.2	6.3	6.0	2.2		4.9	4 .3	6.0	-		7.9	ល	4.0	1.3	3.1	7	0.7		2	4.7	4.3	6.0	2.3
	× 50		1.2	3.7	1.5	2.7	9	9 (ю Ю	1.3	2.7	-	4	, t.	3.1		0.5	2.1	0.7	5:		4.0	10.3	0.3	1.4	60	9	· ^	, "	n n	0.7	6.4	2.8	3.8
		DEPOT	Susquehenne	Norfolk	Tracv	San Diego		Susquenana	Norfolk	Tracy	San Diego	Suscinations	Norfolk	Tracv	San Diedo		Susquehanna	Norfolk	Tracv	San Diego	1	Susquepanne	Norfolk	Tracv	San Diego	Accedenses	Morfolk	Track		ogen med	Susquehenne	Norfolk	Tracy	Sen Diego
	TOTAL	MROs	51686	51686	51686	51686	,	41217	41217	41217	41217	57975	57275	57275	57275		5554	5554	5554	5554		1838	1838	1838	1838	44145	24144	44145	, ,	44 44 0	28221	28221	28221	28221
	VENDOR	RECEIPTS	2003	2003	2003	2003		188	881	188	188	i i	1161	1151	151		554		ב ה ה	55.4		ទ	, o	ם מ	. B	U 0 0	5007	2003	2007	2665	1774	1774	1774	1774
		FSCs	4010	4010	4010	4010	;	4020	4020	4020	4020	0007	4030	2030	4030 0030	2	4110		27	4110	•	4120	2 7	41.20	4120		4130	4130	08.4	4130	4140	4140	4140	4140

EAST	16.2	16.2	16.2	16.2		1.4	11.4	11.4	11.4	20.7	20.7	20.7	20.7		12.1	12.1	12.1	12.1		12.1	12.1	12.1	12.1	12.9	12.9	12.9	12.9		18.3	18.3	18.3	18.3
EAST FLEET	11.8	11.8	11.8	11.8		13.9	13.9	13.9	13.9	7.1	7.1	1.7	7.1		Ξ	Ξ	=	=		16.2	16.2	16.2	16.2	11.1	11.1	11.1	1.1		9.5	9.2	9.2	9.2
WEST OCONUS	13.2	13.2	13.2	13.2		17.3	17.3	17.3	17.3	11.8	11.8	11.8	11.8		12.5	12.5	12.5	12.5		18.4	18.4	18.4	18.4	18.1	18.1	18.1	18.1		12.5	12.5	12.5	12.5
COUNT) WEST	8.8	8.8	80	8.8		10.7	7.01	10.7	10.7	4.6	4.6	4.6	4.6		8.6	8.6	8.6	8.6		Ξ	:	11	=	9.1	9.1	٠. 6	1.6		6.5	6.5	6.5	6 .5
TAL MRO (>>1000	23.6	22.4	38.8	40.8		19.3	17.1	33.3	35.6	27	26.1	43.3	44.3		25.7	24.4	42.4	44.6		19.6	18.8	28.9	30.9	22.4	21.7	31.5	34.1		52	23.8	41.2	42.7
(% OF TO <1000 MILES	11.5	13.8	4	7.5		10.4	13.6	3.4	0.7	12.7	14.5	ιο	2.7	i	12.8	15.7	5.3	2.4	i	10.1	ø	3.9	1.5	9.6	89.89	3.8	~		12.9	15.3	4.4	2.1
PATTERNS <250 MII FS	9.1	, re	4.	2.4		13.3	4.4	8.8	1.9	or or	7.2	5,4	3.7	;	11.5	6.7	9.0	3.7	i	10.1	6.1	8.2	1.9	13.5	6.5	12.3	9.1		10.7	5.6	ဖ	3.1
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT S <100 <250 <1000 >1000 WEST MILES MILES FLEET	5.2	4	0.7	2.4	i	3.7	ស	0.5	1.9		6.2	6.0	3.1	;	4.0	7.	-		- •	2.1	1.7	9.0	2.5	m	2.2	4.0	, ru	}	4.3	£.3	6.0	2.2
<50 <50 MH FS	0.8) e	, -	- 6·	ì	0.1	6.7	9.0	6.6		- œ		;	4	0.5	4.2				5.0	5.9	-	بر ق	6	7 6	. e	7.8	i	9.0	4.5	1.1	3.5
10030	OLI OI	Morfolk	Track	San Diago		Susquehenna	Nortolk	Tracv	San Diego		Noteth	Track	Contract Contract	San Clayo	Susquebanna	Norfolk	Track	racy Car Diago	san Ciego	Suscingia	Norfolk	Tracy	San Diego	Succishanna	Notal	Track	San Diego		Susquehanna	Norfolk	Tracv	San Diago
TOTAL	MINUS	71004	40012	40012	1	73852	23852	23852	23852		1757	1757	1961	(6/1	68083	58089	60000		68083	36671	36621	36621	36621	90369	50506	20202	0000	60006	96340	96340	96340	96340
VENDOR	ייייייייייייייייייייייייייייייייייייייי	2 C C C C C C C C C C C C C C C C C C C		1958	900	1124	1124	1124	1124	;	8 6	מ מ י	w (XX YY	2169	2160	2169	6017	2169	7000	2024	2024	2024	9019	9108	9109	9108	9019	3995	3995	20 00 C	3995
Ç	1303	4210	4210	4210	4710	4220	4220	4220	4220	•	4230	4230	4230	4230	4240	7240	28 0 42 40	4240	4240	, ,	2 6	2 6	4310		4320	4320	4320	4320	4330	4330	1330	4330

	EAST OCONUS	10.3	10.3	10.3	10.3	18.9	18.9	18.9	18.9	22	24.2	24.2	24.2	18.8	18.8	18.8	18.8	,	17.9	17.9	17.9	17.9	12.5	12.5	12.5	12.5	26.7	26.7	26.7	26.7
	EAST FLEET	13.5	13.5	13.5	13.5	12	12	12	12	5.3	5.3	5.3	5.3	10.1	10.1	10.1	10.1		18.4	18.4	18.4	18.4	10.4	10.4	10.4	10.4	m	ю	m	m
	WEST OCONUS	23.1	23.1	23.1	23.1	16.8	16.8	16.8	16.8	27.3	27.3	27.3	27.3	7.41	14.5	14.5	14.5		15.2	15.2	15.2	15.2	20.2	20.2	20.2	20.2	13.6	13.6	13.6	13.6
COUNT)	WEST	12	12	12	12	9.6	9.6	9.6	9.6	ю	က	m	m	. 5	6.5	6.55	6.5		9.6	9.6	9.6	9.6	8.6	8.6	89.6	& &	1.9	6.7	1.9	e. F
TAL MRO	> '000 M LES	14.5	14.4	28.5	29.3	19.4	18.5	29.4	31.1	14.4	12.9	30.3	30.3	21.7	21.1	39.2	39.6		16.2	15.2	30.6	32.9	21.7	20.3	35.1	35.8	25.8	25.8	45.6	47.2
S (% OF TC	< 1000 MILES	9.4	6.2	1.1	4.0	11.5	10.3	3.1	-	80 6.	8.3	ო	2.3	4	15.3	3.6	2.4		9.1	9.3	4.8	2.2	11.5	13.3	4.6	2.1	13.4	16.8	8.5	2.5
PATTERNS	<250 MILES	12.2	9.3	10.9	9.0	8.5	6.9	8.5	2.2	12.1	6.1	8.9	9.0	9.6	6.3	4.7	3.8		10.8	9	3.1	9.0	4.0	6.8	9.9	3.8	5	5.6	તં	2.6
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT)	< 100 MILES	4.2	1.1	0.1	2.4	м	7	0.1	2.2	5.3	7.6	0	. 5	1.1	4.0 6.3	1.3	1.7		2.2	2.2	0.3	0.2	ហ	4.6	1.2	е	4.7	4.3	6.0	1.6
	<50	9.0	10.1	0.5	4.8	0.3		1.6	6.2	0	5.3	0	5.3	9.0	9	1.2	2.6		0.5	6.1	0.1	2.9	0.7	3.3	7	3.5	6.0	2.3	-	-
	DEPOT	Susquehenna	Norfolk	Tracy	San Diego	Susquehenna	Norfolk	Tracy	San Diego	Susquehenne	Norfolk	Tracy	San Diego	Suscentations	Norfolk	Tracv	San Diego		Susquehanna	Norfolk	Tracy	San Diego	Susquehenne	Norfolk	Tracy	San Diego	Susquehanna	Norfolk	Tracv	San Diego
	TOTAL	3055	3055	3055	3055	2497	2497	2497	2497	132	132	132	132	10065	10065	10065	10065		2821	2821	2821	2821	30718	30718	30718	30718	16465	16465	16465	16465
	VENDOR	236	236	236	236	214	214	214	214	25	. K	5	15	401	461	481	481		135	135	3 5	135	1612	1612	1612	1612	e e e	e o	. E	693
	נטטפ	4410	4410	4410	4410	4420	4420	4420	4420	4430	4430	4430	4430	777			4440		4460	4460	4460	4460	4510	45.10	4510	4510	4520	45.20	4520	4520
		•												С	-2	9														

!	EAST	OCONOS	26.1	26.1	26.1	26.1		21.9	21.9	21.9	21.9	91	¥		0 4	<u>•</u>	15.6	15.6	15.6	15.6	0.0	8.5	8.5	8.5	8.5		18.1	18.1	18.1	18.1	9	20.6	9.02	50.6	20.6
i	Δ è	텡	7	Ñ	Ä	Ñ		7	7	7	7						-	-			-	_	_				_	_	-	-		•	•	••	•
	EAST	FLEET	6.2	6.2	6.2	6.2		10	9	0	01	149	0 7 1	j (D. 6	9.	13.4	13.4	13.4		₹. •	01	0	10	01		2.6	2.6	5.6	2.6	,	3.2	3.2	3.2	3.3
	WEST	OCONUS	22.6	22.6	22.6	22.6		16.4	16.4	16.4	16.4	0) C	C 1	19.5	19.5	23.4	23.4	23.4		23.4	24.9	24.9	24.9	24.9		12.4	12.4	12.4	12.4		6	11.9	11.9	9
COUNT)	WEST	FLEET	6.5	6.5	6.5	6.5		6.9	6.9	6.9	6.9		7.7.	12.2	12.2	12.2	12	13		4 1	12	12.7	12.7	12.7	12.7		3.4	3.4	3,4	3.4		2.9	2.9	2.9	ć
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	> 1000	MILES	15.7	15.7	30.4	31		19.3	18.7	34.6	36.3	•	- 0	9.4	28.1	29	14.5	13.9	6.5.	77	27.3	22.4	22.4	22.2	53		29.4	28.5	47.2	48.9		29.2	28.1	47.8	
S (% OF TC	< 1000	MILES	7.9	8.7	2.4	1.5		11.1	12.5	3.7	1.5	•	ָרת	11.4	3.4	2.3	10.5	<u> </u>	0 1 U 1	o o	0.7	2.9	1.2	7.3	0.5		15.1	16	ဟု	2.6		15.6	18	8.4	
PATTERNS	<250	MILES	8.8	7	4.4	1.8		9.6	6.1	ហ	2.1	1	90 77	3.8 8.	4.1	2.3	4	·	7. 0	so. /	4.0	12.2		14.4	0		12.3	7.6	80.	3.5		=	ဖ	4.8	·
CUSTOMER	× 100	MILES	5.7	3.2	6	1.0	!	8,6	, et	90	1.7		3.6	3,4	9.0	-	c) i	4.0	0.7	2.2) T	; 0	7.3		5.1	· ·	; -	. E.		4.1	6,0	-	-
	< 50	MILES	0.6	4	, ec) r	1	-	. 4	, o	3.1		4.0	3.9	1.1	2.8	ć	ָ כ	6.7	0.3	5.7	•	2 0		7.1	•	r.		. ת	. r.	į	1.4	. r.		7.
		DEPOT	Susquahanna	Norfolk	Track	racy See Diego		Suscinehanna	Mosfolk	Trans	racy San Diego	,	Susquehenna	Norfolk	Tracy	San Diego	-	Susqueranna	Norfolk	Tracy	San Diego		Susquenanna	Nortolk	San Diego		Successions	Morfolk	Transit	San Diago		Susdiahanna	Nortolk	Total Car	ÁSB
	TOTAL	MROs	6170	5 5	0000	2 5	2	14457	14457	1440/	14457		5868	5868	5868	5868	•	7117	1112	1112	1112	•	0.4	0.4	4 4	2	125965		20802	125065	coece -	068246	070777	076//7	21/370
	VENDOB	RECEIPTS	20.0	294	#n7	294	294	i c	6/5	8/2	875 875	<u>;</u>	240	240	240	240		92	92	92	92		24	24	24	*7	0	0040	6640	6640	0490	, , ,	13233	13233	13233
		FCC	202	Dec 1	4530	4530	4530	į	4540	4540	4540	2	4610	4610	4810	4610		4620	4620	4620	4620		4630	4630	4630	4630		4710	4710	4710	4710	9	4720	4720	4720

	EAST	2000	* ;	4.4	14.4	4.4	18,6	8 91	0.0	9.6	18.6	14.8	14.8	14.8	14.8			19.3	19.3	19.3		5 6		5.5	3.3	1.0	0.1	0.1	0.1	c	•	0	0	0
	EAST EI EET	l	4	4	4	4	8.7). 0	8.7	8.7	11.6	11.6	11.6	11.6	6	9.0	8.0	9.0	8 .0	9		, d	8	8 .	22.1	22.1	22.1	22.1	c	>	0	0	0
	WEST	OCONO3	e	1.9	11.9	11.9	17.1	: ;		17.1	17.1	16.1	16.1	16.1	16.1	,	 	9.1	1.6	9.1		• •	4.01	4.01	10.4	0.2	0.2	0.2	0.2	i	1./6	57.1	57.1	57.1
COUNT)	WEST	יוינני	က ထ	ა. 8	а. В	3.8	7.7	: (1.1	7.7	7.7	9.5	9.5	9.5	9.5	,	8 .0	8.0	8.0	8.0	•	٥. ن ف	6.6	9.9	6.6	17.8	17.8	17.8	17.8	(5	0	0	0
TAL MRO	> 1000	MILES	30.7	29.7	49.5	51.5	, ,,	7.77	21.4	34.9	36.8	21.3	20.6	34.8	37.2		34.1	32.4	57.5	58.4		29.8	53	48.4	49.4	28.5	25.7	34.8	48.1	•	14.3	14.3	28.6	28.6
. (% OF TO	< 1000	MILES	16.5	18.9	9	3.1	•	0.1	10.5	4	1 .3	10.8	10.4	4.5	1.6		18.3	23.1	ဟ	3.2		13.5	16.6	4.2	2.4	12.8	8.7	13.4	0	!	0	0	0	c
PATTERNS	< 250	MILES	11.8	6.9	1.1	4.6		0.	5.2	7.6	2.3	11.5	7.1	7.3	2.3		10.8	6.2	5.2	3.4		14.1	4.5	7.2	4.5	17.5	19.1	11.8	0		14.3	28.6	14.3	c
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	× 100	MILES	5.6	5.7	4.1	m	į	4.	5.1	9.0	2.5	1.4	4.	0.7	2.6		5.5	6.5	1.2	2.4		4 8	6.6	1.3	2.7	1.2	•	. 0	0.3		14.3	0	0	c
		MILES	1.2	4.6	7	3.8	,	9.0	5.8	8.0	ស	7.0	. 6	60	9.4		1.3	1.6	-	2.4		0.7	6.3	1.8	3.9	c	, ת ת	} c	11.4		0	0	0	•
		DEPOT	Susquehenne	Norfolk	Tracy	San Diego		Susdnehanna	Norfolk	Tracy	San Diego	Cuertenan	Morfolk	Track	San Diego	•	Susquehenne	Norfolk	Tracy	San Diego		Susquehenne	Norfolk	Tracy	San Diego	Succession	Modelle	Track	San Diego		Susquehenne	Norfolk	Tracv	
	TCTAL	MROs	765203	765203	765203	765203		32451	32451	32451	32451	808000	800000	300008	300608		27318	27318	27318	27318		9376	9376	9376	9376	0011	001		1188		^	7		٠, ١
	VENDOR	RECEIPTS	28261	28261	28261	28261		2404	2404	2404	2404	5	13509	17509	17509		675	675	675	675		489	489	489	489	<	.	o 6	o C	1	0	c	o c	> '
		FSCs	4730	4730	4730	4730		4810	4810	4810	4810		4820	4820	4820		4910		-31			4920	4920	4920	4920	,	4921	4921	4921		4923	4973	4523	6764

					CUSTOMER	PATTERN!	S (% OF T(OTAL MRO	COUNT			
	VENDOR	R TOTAL		<50	< 100	< 250	< 1000	<100 <250 <1000 >1000 WEST	WEST	WEST	EAST	EAST
FSCs	_		DEPOT	MILES	MILES	MILES	MILES	MILES	FLEET	OCONUS	FEET	OCONOS
49.25	ł	l	Susquehanna	°	3.6	10.7	17.9	57.1	7.1	0	9. 9.	0
49.25		28	Norfolk	7.1	3.6	0	21.4	57.1	7.1	0	9.e	0
49.75		28	Tracv	10.7	0	10.7	35.7	32.1	7.1	0	3.6	0
4925		28	San Diego	10.7	0	14.3	0	64.3	7.1	0	3.6	0
				•	•	¢	c	c	c	c	o	0
4927	7 2	0	Susquehanna	0	ɔ	o	>	> (> 4	• •	• •	c
4927	7 2	0	Norfolk	0	0	0	0	0	0	5	.	.
4927	7. 2	0	Tracy	0	0	0	0	0	0	0	0	o (
4927		0	San Diego	0	0	0	0	0	0	0	0	0
,		200	Succession	9	9.4	10.3	15.6	30.3	3.8	11.8	5.4	17.6
0584		2556	Norfolk	000	. K	5,3	19.2	28.8	3.8	11.8	5.4	17.6
4930		00000	Track	1.2	1.2	6.2	5,1	47.7	3.8	11.8	5.4	17.6
4830		60000	בל ה	<u>.</u>			9	49	60	8.11	5.4	17.6
4930	30 1116	35569	San Diego	m	8.7	ò	6:7	ř	9	!	;	
	24	1073	Susquahanna	6.0	5.5	11.5	16.9	32.2	2.5	8.6	4	17.7
		650	Modell	6	,	ĸ	20.4	30.4	2.5	9.6	4	17.7
32		1073	Tendin	. 4	, 0	, 4 E.3	75,57	54.2	2.5	9.8	4	17.7
4931	31 34	200	, index	<u>:</u>	2	: ;		4	c	0	٧	17.7
4931	31 34	1073	San Diego	2.1	~	2.9	7.6	00. 00.	ç.,	o.	•	
Ì	u V	0606	Accedences	1.7	8.	10.9	17.5	31.8	1.8	œ	1.3	22.2
2004		3000	Norfolk	2	7.7	ဖ	20.2	31.7	1.8	c o	1.3	22.2
5004		3000	Teach	-	1.2	7.5	4.7	55.4	1.8	œ	1.3	22.2
4953		3030	San Diego	1.6	2.6	3.4	2.3	56.8	9.1	co	1.3	27.2
		7	4	ć	មា	7.6	18	31.5	න <u>.</u>	5.1	10.2	89 75.
4935		1999	Modellalina		, uc	17.6	12.7	30.6	5.9	5.1	10.2	8.5
4935		7000	Track	, ,	8.	10.4	7.4	48.5	5.9	5.1	10.2	8.5
4937	35 (3)	3237	San Diago	. 4 . E	rç.	5.2	3.5	52.2	5.9	5.1	10.2	8.5
49.45				<u> </u>								
4940	690	15448	Susquehanna	-	4.2	12.2	17.1	32.3	4.8	6.0 6.0	6.2	12.4
0464		15448	Nortolk	4.9	5.2	5.8	19.9	30.9	4.8	න: න	6.2	12.4
0404		15448	Tracv	7	1.2	6.4	6.7	50.6	4.8	6.6	6.2	12.4
}		15448	San Diago	2.9	2.9	8.4	3.8	52.4	4.8	6. 6.	6.2	12.4
4940		7	`P	! !	ľ							

						CUSTOMER	PATTERNS	S (% OF TC	TAL MRO	COUNT)			1
		VENIOUR	TOTAL		< 50	< 100	<100 <250 <1000 >1000 WEST	< 1000	> 1000	WEST	WEST	EAST	EAST
	FOCE	RECEIPTS	MROs	DEPOT	MILES	MILES	MILES	MILES	MILES	FEET	OCONUS	FLEET	OCONOS
]	3	2 1	47	Susquebande	13.5	0	°	0	85.1	0	0	0	4.
	0 0	۰ ۲	. 4	Norfolk	0	0	13.5	0	85.1	0	0	0	4
	2 : :	۰ ۲	. 4	Tracv		•	0	85.1	13.5	0	0	0	4.
	2 :	~ 1	, ,	Sep Diego		0	0	85.1	13.5	0	0	0	1.4
	2				,		,	1	í	•	o c	÷	4
	5120	4	709	Susquehenna	22	4.0	2.3	2.2	ຄຸ	- ,	9 6		• 4
	5120	4	709	Norfalk	-	9.0	22.8	5.9	58.5	- :	89 ·	ۍ. نې	n o
	51.20	• ◀	709	Tracy	2.4	4.0	1.3	50.2	34.6		დ. დ.	1.3	بر من
	5120	. 4	709	San Diego	-	0.3	3.2	48.2	36.1	Ξ:	ස ස	٠ ن	4. 2j
	;	•	U	4	c	c	0	0	9	0	0	0	0
	5130	o	n ı	מחשוושווים	,		c	o	5	0	0	0	0
	5130	0	ı,	Nortolk	o (.	, c	ξ	C	0	0	0	0
	5130	0	ល	Tracy	0	>	•	3 :	,	•		c	c
	5130	o	ស	San Diego	0	0	0	80	8	5	•	•	,
	1	(c	a de de se	c	0	0	0	001	0	0	٥	0
	5133	>	7	Billianiance			c	c	100	0	0	0	0
C~	5133	0	7	Norfolk	o	o (•		} c	· c	C	0	0
3:	5133	0	7	Tracy	٥	0	0	3	•	> (, (c
3	5133	0	7	San Diego	0	0	0	<u>6</u>	0	0	>	•	>
				•	ć	c	c	o	0	0	0	0	0
	5136	0	5 '		.		· c	0	0	0	0	0	0
	5136	0	o [,]	Nortolk	•	, (, c	0	0	0	0	0	0
	5136	0	0	Iracy	>	•	•		• •	c	c	0	0
	5136	0	0	San Diego	0	0	0	>	•	>	•	•	1
	i	c	,	Susanahanna	65.2	0	0	0	34.8	0	0	0	0
	04.0	•	3 6	Modelt	c	0	65.2	0	34.8	0	0	0	0
	5140	-	3 5	Total			0	34.8	65.2	٥	0	0	0
	5140	5	3	Á	•	• •	• (0.70	65.2	c	0	0	0
	5140	0	23	San Diego	0	9	>	0. 1.0	7.50	•)		
		·	14	Suscentiane	0	0	0	0	100	0	0	0	0
	20 1	۷ (: :	Marfalk	· c	o	0	0	001	0	0	0	0
	5180	71 (<u>:</u> ;	Track	, ,	0	0	901	0	0	0	0	0
	5180	7	<u> </u>		, (c	50	0	0	0	0	0
	5180	7	*	San Diego	>	>	>	}	ì	,			

	EAST	2000	o (o (0	0	14.4	14.4	14.4	14.4	c	, (o (0	0	17	: :	<u> </u>			16.8	16.8	16.8	16.8		18.4	18.4	18.4	18.4	17.1	17.1	17.1	
	EAST	ł	o •	0	0	0	10.7	10.7	10.7	10.7	c	, (o ·	0	0	6 7		·	м. Т.	m.	87	80	1.8	60		6.3	ુ. 9	6.3	6 .3	3.3	3.3	3.3	
	WEST	OCONOS		დ. დ	8.3	æ .3	13.4	13.4	13.4	13.4	•	> '	0	0	0	φ (2)	0 6	10.8	10.8	10.8	1.1.1	111	11.1	111		13.8	13.8	13.8	13.8	10.6	10.6	10.6	
COUNT)	WEST	FLEE	0	0	0	0	4.8	8.4	8.4	8.4	,	>	0	0	0	ď	9 (7.8	2.8	2.8	œ	. .	, ec		!	5.4	5.4 4.0	5.4	5.4	ო	ო	м	
TAL MRO (> 1000	MILES	75	75	16.7	16.7	24.5	24	39	41.1	;	4	0	100	100	7	54.4	31.3	50.4	52.2	24.2	3 6	5.0 R	F 2 7	3	26.2	25.4	41.6	44.5	31.9	31.1	50.9	
(% OF TO	< 1000	MILES	0	0	66.7	66.7	13.2	25	9.4	8	ı	0	85.7	0	0		† 0	19	9	3.2	9	. o. o.			?	12	13.1	4.0	1.9	16.5	18.9	4.7	
PATTERNS	<250	MILES	0	16.7	0	8.3	10.7	4	7.8	2.5		14.3	14.3	0	0	;		5.7	6.6	4.7	Ş	7 .	o o	, n	n	11.6	7.2	7	2.9	12	9.50	6.7	i
SUSTOMER	<100 <250 <1000 >1000	MILES	0	0	0	0	o,	8	; C	3.1		14.3	0	0	0		4.7	5.7	1.3	2.7	1	φ. 0. (o ,	ر ن	8.7	4 .6	4.2	0.8	2.6	4			
J		MILES	16.7	0	8.3	0	70	, 4	n o	. 4.		0	0	0	0	,	-:	4.6	7	3.5	•	0.7	a. D. (7 ;	3./	1.7	φ	1.3	1.4	-	- 4		,
		DEPOT	Susquehanne	Norfolk	Tracy	San Diego	Superposit	Susquements	Nortolk	racy San Diego	•	Susquehenne	Norfolk	Tracy	San Diego		Susdnehanna	Norfolk	Tracy	San Diego		Susquehanna	Nortoik	Tracy	San Diego	Susonehanna	Norfolk	Tracy	San Diego	4	Susqueillenia Marfall	NOTION !	
	TOTAL	MROs	12	12	12	12	404	9091	1606	1606		7	7	7			725712	725712	725712	725712		432246	432246	432246	432246	39482	39482	39482	39482	,	85/13/	85/13/	
	VENDOR	RECEIPTS	٥	0	0	0	9	9	O (9 9	}	0	0	0	0		19887	19887	19887	19887		13582	13582	13582	13582	1949	949	1949	1949	4	19564	49264	
		FSCs	5210	5210	5210	5210		5220	5220	5220		5280	5280	5280	5280		5305	2305 - 23		5305		5306	5306	5306	2306	5307	9307	5307	5307	,	5310	5310	•

EAST	7 0 1	j (4.0	4	4.6 4.	13.7	13.7	13.7	13.7	2	15	15	15	1 5		15.2	15.2	15.2	15.2	7.	13.7	13.7	13.7	13.7		18.2	18.2	18.2	18.2		0	0	0	0	
EAST FI FFT		7.6	3.2	3.2	3.2	1.2	1.2	1.2		1	2.6	5.6	2.6	5.6		8.4	4.8	4.8	4	t o	12	12	12	12	!	2.7	2.7	2.7	2.7	•	0	o	0	0	
WEST	2020			-:-	11.1	:	=	1	: :	<u>-</u>	11.1	11.1	11.1	11.1		13	£.	13	:	2	18.4	18.4	18.4	18.4	<u>.</u>	11.3	11.3	11.3	11.3	2	0	0	0	0	
COUNT) WEST	ַרְנָנֵנְ קינוניייייייייייייייייייייייייייייייייי	 	3.1	3. .	3.1	1.6	1.6	9.		o. -	2.7	2.7	2.7	2.7		မ	ဖ	φ	•	ø	8.	8.8	8.8	α	<u>.</u>	2.4	2.4	2.4	7.6	i	0	٥	0	0	
TAL MRO > 1000	MILES	31.1	30.3	49.6	51.1	35.1	34.1	54.5	? :	ဂ	33.7	32.7	53.3	54.1		27.2	26.2	43.5		45.3	21.2	20.1	35.4	10 1		32.1	31.1	50.6	522	7	80	80	20	20	
(% OF TO < 1000	MILES	15.8	17.9	6.4	2.4	19	21.5		S	4.2	16.8	19.5	5.6	3.7	;	13.6	15.3		, ;	2.2	10.9	10.9	4.2		3	16.1	18.6	5.5	9	6.4	0	0	80	80	
PATTERNS <250	MILES	1.1	5.4	6.3	3.7	14.6	6	; , ,		6.1	12.4	5.3	ø	60	1	11.6	6.3		;	3.6	10.7	7.5	4. R		3.5	11.2	5.7	6.1	U 7	n ÷	0	20	0	0	
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT < 100 < 250 < 1000 > 1000 WEST	MILES	3.9	5.7	1.1	2.8	4.6			=	1.7	7.	4.9	1.3		?	4	4.7	i	e.	2.6	9.6	4	. 6	; ;	œ.	4.6	6.1	· 67	r	7.7	0	0	0	0	
0	MILES	4.	3.9	1.3	3.2	4	7 7	ŧ.,	m	5.4	6	9.4	2.4		-	-	. •	o •	•	3.7	1.7	. 4		7.7	2.5	<u> </u>	a) F	<u>:</u>	m	20	0	• 0	0	ŀ
1	DEPOT	Susquehanna	Norfolk	Tracy	San Diego	a de l'écolo	Surfacilian and	Norioik	Tracy	San Diego	Susquehenne	Norfolk	Tracy	- C - C - C - C - C - C - C - C - C - C	ogen med	Susquehenne	Modell	Nortok	Lack	San Diego	en de la constant	Susquellanna Modelk	Action T	Lack	San Diego	Susdandanos	Morfolk	Track	1 1 1 1	San Diego	Susquehenna	Norfolk	Tracy	San Diedo) B ! !
TOTAL	MROs	273397	273397	273397	273397	250723	55/067	250733	250733	250733	123265	12226	123265	10000	69767	1509457	150015	1508451	1202457	1509457	1631	100	200	- 50	1631	753492	763493	764667	764667	753492	5	, r	, t	<u>.</u>	<u> </u>
VENDOR	RECEIPTS	6224	6224	6224	6224	•	13032	13032	13032	13032	5061	1905	5051	1906	5061	21025	0000	31935	31935	31935	ć) (0 6	06	06	20177	77144	29144	** 67	29144	c		o c		>
	FSCs	5315	5315	5315	5315	Š	5320	5320	5320	5320	2002	53.25	2222	2352	5325	0000	3330	5330	5330	5330		5335	5335	5335	5335	23.40	07.00	5340	5340	5340	5345	2040	0040	0.00	0400

CACT EACT	FLEET 0	0 6.4	4.9	6.4	6.4	4 18.7	4 18.7	4 18.7	4 18.7	6.6 16.5	6.6 16.5	6.6 16.5	6.6 16.5	4 15.5	4 15.5	4 15.5	4 15.5	0 24.3	0 24.3	0 24.3	0 24.3	0 31.3	0 31.3	0 31.3	91.3	0 22.2		0 22.2
10.11	WES! OCONUS	4.3	4.3	4.3	4.3	5	13	13	13	13.8	13.8	13.8	13.8	12.8	12.8	12.8	12.8	12.1	12.1	12.1	12.1	8.7	8.7	8.7	8.7	5.3	2	5.3
COUNT)	WEST	0	0	0	0	~	, e4		3.1	5.5	5.5	5.5	S.	3.6	3.6	3.6	3.6	0.1	0.1	0.1	0.1	0	0	0	0	0	•	>
OTAL MRO	> 1000 MILES	99	63.8	59.6	61.7	28.2	27.2	47.4	48.8	7	25.2	43.7	45.7	31.1	30.3	48.9	50.5	29.5	28.7	49.3	48.6	29.3	30	50.7	54.7	39.1	ç	?
S (% OF T	< 1000 MILES	10.6	10.6	7.72	25.5	ָ ע	17.8	¥ 7	2.4	13.9	14.6	4.4	1.7	16.2	17.9	က	2.5	11.9	14.5	1.6	1.9	15.3	13.3	φ	7	29.8	6	28.6
PATTERN	<250 MILES	8.5	2.1	0	2.1			, t	. 4.	12.5	9.9	7.6	2.7	12.2	5.2	7.7	3.8	7.3	13.1	2.1	10.9	7.3	13.3	0.7	2.7	6.	•	n.
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	<100 MILES	4.3	10.6	2.1	0	•	r 6	; -	2.5	4.1	4. 6.	6.0	2.8	es Ri	5,4		2.6	4.9	6.7	0.6	1.6	7.3	3.3	0	7.0	9,7		77
	<50 MILES	0	2.1	0	0	ŗ	· ·	n c	2.9	1,3	. e	-	4.6	1.2	. r.	9:	8.	4	0.5	9	9.0	7.0	0	2.7	0	5	;	0
	DEPOT	Susquebanna	Norfolk	Tracv	San Diego			Nortoix	racy San Diego	e constant	Norfolk	Tracy	Sen Diego	Suscriebenna	Nortolk	Tracv	San Diego	Sugarehender	Norfolk	Tracv	San Diego	Susanahaman	Nortok	Tracy	San Diego	Susanahaman		Z CLCZ
	TOTAL	4.7	. 4	47	47	1	06580	06880	69350	150425	158425	158425	158425	277388	277388	277388	277388	1025	10.25	1025	1025	, G	150	5051	150	8		e e
	VENDOR	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,) m	, m	m		1969	1969	1969 1969	1000	3675	3875	3875	000	9304	4966 4966	9964	ç	2 6	20 8	8 2	-		- -		ų	5	PY
	FSCe	5350	5350	5350	5350	!	5355	5355	5355 5355	i i	5360	2360	5360	7	2365		5365	5	0410	0.43	5410		2417	5411	5411		2450	007

	EAST	CONOS	17.4	17.4	17.4	17.4	8.4	8.4	8.4	4.	11.8	11.8	11.8	11.8	1		7	7	7			ė :	8 9.	8.	0	o	0	0		٠. ن	.5 7:	7.5	7.5
			E	1.3	1.3	. .3	8	7	7	7	0	0	0	0	,	0	0	0	0	4 7 4	7 4	.	4.0	15.4	09	9	9	90	•	<u> </u>	1 3	13	13
	WEST	OCONOS	10.5	10.5	10.5	10.5	11.2	11.2	11.2	11.2	9.5	6.9	5.9	5.9		2.2	2.2	2.2	2.2		: :	- ·	1.4.1	14.1	0	0	0	0	•	1.2	1.2	1.2	1.2
COUNT)	WEST	FLEET	1.9	۲. و:	9.1	 .;	4.1	1.4	1.4	1.4	0	0	٥	0		0	0	0	0		D (8.4	14.8	14.8	0	0	0	0	,	7.00	7.8	7.8	7.8
TAL MRO C	> 1000	MILES	43.4	42.4	52.7	52.7	34.3	31.6	58.1	59.7	47.1	47.1	58.8	58.8		43.5	38.9	83.9	85.9		n (14.2	36.5	38.4	4	Q	0	0	,	5.	5.4	72.7	72.8
(% OF TO	< 1000	MILES	15	20.4	7.5	6.9	19.3	25.3	5,6	2.8	11.8	11.8	0	0		21.2	32.9	4.7	2.6	;	t :	11.3	5.6	4.0	0	0	0	0		36.7	3.4	9.0	0.3
PATTERNS	<250	MILES	7.8	2.2	5.8	3.8	14.6	6.8	7.7	7.9	23.5	0	11.8	23.5		16.9	14.2	-	1.3	;	10.7	6. 6	4.2	6.0	0	0	20	20		32.8	54	2.8	9.0
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	<100	MILES	2.2	2.8	4.	2.7	ស្ត	9 9	8 6	4 .5	c	· c	• •	0		5.6	4.4	9.0	9.0	1	5.2	3.2	0.5	1.5	0	0	0	20		1.2	2.7	0.1	0.1
C		MILES	0.4	1.2	1.6	2.8	40	47	. 00	2.2	c	23.5 23.5	11.8	0		3,5	0.3	4.0	4.0	,	0.2	5.3	4.0	2.7	0	0	20	0		0.3	:	0.3	2.7
		DEPOT	Susquehenne	Norfolk	Tracy	San Diego	Cuedanoan	Norfolk	Track	San Diego	4	Norfolk	Track	San Diego		Susquehenne	Nortolk	Tracv	San Diego		Susdaehenne	Norfolk	Tracy	Sen Diego	Susonehenne	Nortolk	Track	San Diego		Susquehenne	Norfolk	Tracy	San Diego
	TOTAL	MROs	937	937	937	937	26.10	201.00	2610	2618	ŗ	ב ב			•	1833	1833	1833	1833		8490	8490	8490	8490	ហ	ın ın	e Lo	. го		670	670	670	670
	VENDOR	RECEIPTS	56	56	26	20	147	Ì	<u>;</u> ;	. 1	4	o w	o 4	ο ω	1	116	116	116	116		313	313	313	313	c	, c	o c	0		0	0	o	0
		FSCs	5430	5430	5430	5430	0447	9440 0 440	5440	5440	1	0440 0441	0440 6440	5445	2	5450	C- 5450				5510	5510	5510	5210	75.20	2220	55.00	5520		5530	5530	5530	5530

				(CUSTOMER	PATTERN!	S (% OF TO	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	COUNT)	WEST	FAST	EAST
	VENDOR	TOTAL	DEPOT	<50 MILES	< 100 MILES	< 250 MILES	MILES	MILES	FLEET	OCONUS	FLEET	OCONUS
1		2	Susceptanna	0	0	0	٥	°	0	0	0	0
			Norfolk		0	0	0	0	0	0	0	0
			Track	c		0	0	0	0	0	0	0
	.	> c	San Diado	, c) O	• •	0	0	0	0	0	0
	>	>		,	•	1						
	040	3638	Susceptions	0.7	4.7	10.2	14.3	20.1	9.0	15.8	0.5	33.3
	2 6	3030	Norfolk	8.0	5.7	5.6	18.4	19.8	9.0	15.8	0.2	33.3
2000	9 6	0000	Trecv	9.0	-	4.2	2.5	41.8	9.0	15.8	0.2	33.3
2660	9.40 0.40	3938	Sen Diego	2.1	6.	2.2	2.2	41.7	9.0	15.8	0.2	33.3
	1	•		c	c	14.2	28.6	14.3	0	14.3	0	28.6
2680	o (4 ;	Susquenanna	> ;		2	35.7	14.3	0	14.3	0	28.6
5680	0 (4 ;	Nortolk	₹ <	.) C	0	57.1	0	14.3	0	28.6
2680	0	4	Iracy	o (> (, (57.1	c	14.3	0	28.6
2680	0	4	San Diego	0	Þ	>	>	.	•		•	
200	, co	19684	Suscinehence	7	5.7	8.7	13.2	23.7	4	12.8	4.7	26.2
2003	1 7 0 0 0 0 7 1	19684	Norfolk	. E.	6.2	5.4	16.2	23.2	4	12.8	4.7	26.2
	700	10001	Tracv	1.7	1.6	3.7	3.9	41.6	4	12.8	4.7	26.2
5805 5805	824	19684	San Diego	1.3	2	4	2.4	42.6	4	12.8	4.7	26.2
						;	,		•	·	76	ī.
5810	20	982	Susquehenna	0.2	ო	10.2	12.6	a. 5	4.0.	7.7	* ?	2 4
5810	20	982	Norfolk	3.2	6.1	5.2	11.5	19.5	4.6.	7	• •	י ב
5810	20	982	Tracy	4.0	1.2	4.4	3.6	35.8	13.4	7.7	.	? !
5810	20	982	San Diego	4	9.4	2.2	-	37.8	13.4	2.1	24	<u>0</u>
	ç	140	Susanehanna	0	1,4	5.7	17.9	27.9	8.6	13.6	01	15
	2 5	6 6	Norfolk	4.1	4.	0.7	26.4	22.9	8.6	13.6	5	15
1 00 1	2 5	6 6	Tracy	0	0	2.9	ĸ	45	8.6	13.6	5	2
5811	2 2	5 6	Sen Diego	4.	1.4	0	12.1	37.9	8.6	13.6	0	15
				;	e L	4	0	6	67	80	6 6	16.3
5815	605	16338	Susquehenne	- -	7.6			9 6		15.8	6	16.3
5815	605	16338	Norfolk	13.6	z. 4 0	s (æ r	20.2	7.7	0. T	e en	6.00
5815	605	16338	Tracy	2.8	0.3	ю. Ю	7 3	7:00	7: 1) r	
5815	605	16338	San Diago	8 9	1.2	3,3	0.5	38.1	7.2	20. 20.		\$.

	EAST	OCONOS	21.6	21.6	21.6	21.6	13.6	13.6	13.6	13.6	7.1	7.1	7.1	7.1	7.2		, i	2.7	5.7	8.7	8.7	8.7	8.7	12	12	12	12	14.6	14.6	14.6	3 7 1
		١		7	7	7	G	80	φ.	v	4	4	4	4	σ		, עב	on.	ø,	₹.	₹.	₹.	₹.		,.	,^	10	7	_	<u>.</u>	
	EAST	FLEET	6.2	6.2	6.2	6.2	1.6	1.6	1.6	1.6	7.4	7.4	7.4	7.	ď	i ū	ים מים	e.	e e	18.4	18.4	18.4	18.4	ß	S)	U D	ιΩ.	12.1	12.1	12.1	•
	WEST	OCONUS	4.0	4 .	4.0	a.	16.9	16.9	16.9	16.9	12.8	12.8	12.8	12.8	ď	•	10	ø	မ	9.8	9.6	8.6	89. 69.	7	4	4.	4	15.6	15.6	15.6	1
COUNT)	WEST	FLEET	4 .3	4 .3	4.3	4.3	4	4. 70	4. Ri	4.5	7.8	7.8	7.8	7.8	ď	י פ	6. V	7.9	7.9	13.5	13.5	13.5	13.5	6.2	6.2	6.2	6.2	7.4	7.4	7.4	i
TAL MRO	> 1000	MILES	25.4	24.5	46	47.6	28.7	27.6	44	45	34.1	32.8	36.8	36.8	,	\$.75	36.7	48.9	50.4	18.7	17.8	37.2	19.4	23.1	21	48.5	49.3	22.4	21.2	35.5	
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT)	<1000	MILES	13.9	16.5	3.7	6.1	17.7	. 61		0.7	т -		. O	e.0	;	4./-	18.3	2.5	0.2	13	12.6	4.5	1.6	16.1	50	1.6	-	11.9	14.3	4.1	•
PATTERNS	<250	MILES	12.4	5.6	5.2	4.2	126	, r	4.5. 6.01	7.1			6.1	21.6		13.3	2.8	18.4	જે	10.7	9.2	9.9	2.3	18.7	2.7	6.6	3.1	7.6	5.7	6.7	;
CUSTOMER	<100	MILES	9	7.8	1.2	2.5	. 4	, u			: :	? • •) -	2.4	,	6.2	8.7	2.8	4 .5	60	4.1	0.7	3.2	œ) (7.1	6.1	6.2	1 LC	?	
	< 20	MILES	0.7	1.4	2.3	2.3	ç	, r	o . u	7.6	(> ;	0. / 8. 8.) e	•	0.1	7.9	1.9	13.8	ני) u	90	3.1	c) <u>"</u>	1.2	7.4	00	3.7		:
		DEPOT	Susquehanne	Norfolk	Tracv	San Diego	4	Susquenama	Nortoik	i racy San Diago		Susquenana	Track	Sep Diego		Susduehanna	Norfolk	Tracy	Sen Diego		Norfolk	Track	San Diego	40.00	Mostole	Track	San Diego	Cuscombanos	Notoik	Track	#18C
	TOTAL	MROs	10641	10641	10641	10641	•	1101	- :	1611	;	296	230	900	9	2265	2265	2265	2265	1671	1671	1,671	1671	Ü	U 1	กับ กับ	515	4017	4917	4017	\- D\$
	VENDOR	RECEIPTS	373	373	373	373	j	8/	8/	7.8	!	<u>s</u> :	ر ت	ច ក្	2	29	29	29	29	Ċ	n o	ה כל ה	. o	ć	æ (ים פר יים פר	3 8 8	, ,	177	221	221
		FSCs	5820	5820	5830	5820	į	5821	5821	5821 5821		5825	5825	5825	2843	5826	5826	- 5826		Č	0880	2830	5830	•	5831	5831	5831	L 6	3833	5833 5 10	5835

	OCONUS	11.1	11.1	1.7	1.1	11.7	11.7	11.7	11.7	8. 8.	5.5	5.5	છ જ	5.4	5.4	5.4	5.4	6.2	6.2	6.2	6.2	25	25	25	52	21.5	21.5	21.5	21.5
EAST	FLEET	5.5	5.5	5.5	5.5	14.2	14.2	14.2	14.2	6.6	6.6	6.6	6.6	24.5	24.5	24.5	24.5	14.6	14.6	14.6	14.6	7.0	0.7	0.7	0.7	6.1	1.9	1.9	6 :
WEST	OCONUS	8.3	æ.3	8.3	& E:	9.S	9.5	9.5	9.5	9.9	6.6	6.6	9.9	6.1	6.1	6.1	6.1	10.6	10.6	10.6	10.6	14.1	14.1	14.1	14.1	13.3	13.3	13.3	13.3
COUNT)	FLEET	2.3	2.3	2.3	2.3	11.2	11.2	11.2	11.2	13.6	13.6	13.6	13.6	14.2	14.2	14.2	14.2	12.3	12.3	12.3	12.3	6.0	6.0	6.0	6.0	9.0	9.0	9.0	9.0
TAL MRO (MILES	32.6	31.6	54.8	55.8	22.2	20.7	38.5	39.5	20.9	20.2	53	57.3	15.4	15.1	35.4	<u>გ</u>	27.1	24.4	38.8	40.3	29.6	28.2	43.4	45.2	38.6	38	40.5	3.04
1 % OF TO	MILES	16.6	20.3	6.4	4.1	8.2	10.1	. 20	1.2	16.9	21.3	6.4	4.0	15.5	15	4.1	0.5	10.4	12.9	3.2	1.1	15.7	20.2	m	-:	6 .8	8.6	1.9	6.1
PATTERNS	MILES	15.4	7.6	6.9	7	ø	7.3	. r.	7.4	23.8	2.4	7.4	2.6	12.1	7.8	8.5	1.7	12.5	4.7	3.5	Ř. 4	10.4	m	5.2	7.9	3.2	12.7	3.2	17.1
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	MILES	7.6	. &	2.4	2.6	13.8	11.3) a	2.8	6.2	- 6	0.3	2.2	6.7	6.	0.1	0.8	6.2	6 0	9.0	m	ო	7.7	₹ •	3.1	6.1	9.0	0	1.3
	< 20 MILES	7.0	5.5	2.3	3.3	e c		o o	2.7	c	14.7	7	5.2	o	, «c	9, 5	7.7	6.0	6.3	6.4	R	9.0	0.2	3.7	7	10.1	6.	17.1	9.1
	DEPOT	Susquehenne	Norfolk	Tracv	San Diego	44,000	Susquentanna	Tento	San Diego	Cuedamen	Norfolk	Track	San Diego	Succuehanna	Norfolk	Tracv	San Diego	Susahanna	Norfolk	Tracv	San Diego	Susanahanna	Norfolk	Tracy	San Diego	Suscitahanna	Norfolk	Tracy	Sen Diego
4 + 0 +	MROS	3187	3187	3187	3187	400	4033	2504	4033	3714	2714	3714	3714	4700	7,00	4599	4599	Y.	, R	53.6	536	12476	12478	12476	12476	1. 87.	, t	25.0	158
	VENDOR	9	. 6	<u>,</u>	97	į	8 J	8 .	178	q	9 4	9 6	99	٤	? ;	s, t	2 2	6	\$ 4	£ 4	. 4	0,41	55.	0,71	170	5	2 5	2 5	2 2
	FCC	200	2020	20 A	5836	1	5840	5840	5840		1984	5641	5841	i c		C+80 - 41		i i	5850	0000	5850	11 0 1	2623	2872 2878	5855	0000	0960	0000	5860

,	EAST	OCONO3). n	7.6	r. 6	6 .7	10.7	10.7	10.7	· ·	200	12.1	12.1	12.1	12.1		11.8	11.8	11.8	11.8		17.2	17.2	17.2	17.2	15.9	15.9	15.9	15.9		9. / ·	17.9	17.9	17.9
	EAST	ייייייייייייייייייייייייייייייייייייייי	c.0	10.5	10.5	10.5	11.2	11.2	11.0	7 :	7.1.	7	7	7	7		5.4	5.4	5.4	5.4		4.2	4.2	4.2	4.2	4.0	4.6	4.0	4.6	,	3.2	3.2	3.2	3.2
	WEST	OCONOS	ю. Ю	9. 6.	9.6 9.6	9. 6.	12	12		7 :	12	14.9	14.9	14.9	14.9		15.3	15.3	15.3	15.3		16.1	16.1	16.1	16.1	13	13	13	13		12.5	12.5	12.5	12.5
COUNT)	WEST	FLEET	11.5	11.5	11.5	11.5	9.6	σ	9	O (9.6	6.3	6.3	6.3	6.3		5.7	5.7	5.7	5.7		3.8	3.8	3.8	89. 89.	1.6	9.1	1.6	1.6		2.6	2.6	2.6	2.6
TAL MRO	> 1000	MILES	19.2	18.7	49.4	54.3	23.5	22.4	7.7.7	-04	41.9	25.6	24.7	43.6	45.8	!	26.7	25.7	44.8	47		27.7	26.7	41.4	42.6	23.3	22	41.3	42.7		29.9	28.5	48.6	49.8
(% OF TO	< 1000	MILES	26.6	27.5	6.3	8.0	12.9	140	4.0	3.6	1.2	12.9	15.8	5.4	2.7	į	14.6	17.7	5.3	2.7	i	11.9	14.7	3.7	2.1	13.1	16.4	4.4	2.3		14.9	17.6	5.3	3.2
PATTERNS	<250	MILES	11.2	2.6	5.1	4.4	14.2	. •	.	4.8	5.3	13.7	6.8	ဖ	4	į	13.4	7.2	6.6	5.7	<u>;</u>	13.1	5.5	8.6	5.5	10.1	5.7	4.2	3.7		11.1	7.8	5.9	5.2
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	< 100	MILES	7.3	8.5	1.4	1.9	ហ	} •	ٔ ه	1.6	2.7	5.8	4.7	1.8	2.1	.	5.8	4.2	1,5	2.2	i	ហ	5.3	1.5	က	5.2	ri,	-	1.7		6.3	5.8	1.3	2.7
		MILES	0.1	7.1	2.2	m	4	;	4.	2.8	5.4	1.6	7.8	2.9	7 6	;	4:	7.1	8.6	4.3	Y.	6.0		3.4	4.7	8.0		1.7	2.1		1.6	4	2.6	2.8
		DEPOT	Susquehenne	Norfolk	Tracv	San Diego	a constant	or square	Norfolk	Tracy	San Diego	Suscinghama	Norfolk	Tracv	6000	San Diego	Susonehenne	Morfolk	Track	obejO de S	San Diago	Suscinebanna	Norfolk	Tracy	San Diego	Succession	Norfolk	Track	San Diego		Susquehanna	Norfolk	Tracy	San Diego
	TOTAL	MROs	1971	1971	1971	1971	0000	9/061	19578	19578	19578		292552	29255		79797	152036	152036	152036	15000	950761	35370	35370	35370	35370	776966	776066	77656	17977		69763	69763	69763	69763
	VENDOR	RECEIPTS	1-1	=	: :	=	•	6071	1209	1209	1209	03333	9323	200	7756	9323	6003	000	6003	500	5009	2106	3013	30.5	3013	9300	0000	2016	3920	9	4982	4987	4982	4982
		FSCs	5865	5865	5865	5865	i	5895	5895	5895	5895	2002	2000	0000	0 0 0	5905	0101		59.50		5910	31.07	0.00	5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1	5915	0	0266	2920	29.20	0766	5925	5925	5925	5925

	EAST	OCONOS	19.2	19.2	19.2	19.2	12.2	12.2		7.7	12.2	14.2	14.2	14.2	14.2	9	0 1	5.5	18.5	1 8.5	•	4 ;	4	4	4	14.2	14.2	14.2	14.2	9	9 1	12.9	12.9	12.9
	ш (9		_	•	_	•	•	•	_ •		•																						
	EAST	HEE	ဖ	9	9	9	4.6	4		4 ·	ų.	4.2	4.2	4.2	4.2	ti ti	9		5.3 E.3	5.3 E.3		S	9	6 .5	6.5 3.	4	4	4	4	3	= ;	Ξ	=	-
	WEST	OCONUS	13.2	13.2	13.2	13.2	6,		? ;	Ø, -	6. E	10.5	10.5	10.5	10.5		5.5 5.0	13.8	13.8	13.8		16.6	16.6	16.6	16.6	14.1	14.1	14.1	14.1	;	ņ.	1.9	11.9	•
COUNT)	WEST	FLEET	4.9	6.4	4 .9	6 .4			-	J.	3.1	3.7	3.7	3.7	3.7	,	4	4.4	4.4	4.4		5.7	5.7	5.7	5.7	3.8	3.8	3.8	3.8	•	7.2	8.2	8.2	•
TAL MRO	> 1000	MILES	26.5	25.3	43.3	44.7	21.4		30. 1	51.5	53.3	31.1	29.6	51.5	53.9	1	27.6	26.4	43.4	44.6		25.9	24.9	4	41.6	27.8	26.3	48.4	49.6	;	25./	24.3	42.4	•
3 (% OF TO	< 1000	MILES	13.3	15.7	4.5	2.3	4 7		19.2	6.2	3.5	16.2	19.6	6.2	ю		13.9	16.3	ß	3.1		12.1	14.3	4.5	2.3	14.5	17.9	8.6	2.1	1	13.5	17.1	3.9	
PATTERNS	<250	MILES	10.9	5.9	ဖ	3.9	•	2 ;	۲.7	7.1	6 0	12.5	7.4	5.8	5.1		1.1	5.6	4.9	4.4		12.8	စ	7.9	5.6	15.5	. R.	ø	6.5		11.3	5.7	6.1	
CLISTOMER PATTERNS (% OF TOTAL MRO COUNT	× 100	MILES	4.8	5.2		2.4	r	• ;	8.8	1.8	2.8	1.9	4.8	. E.	2.6		4 . ri	6.4	1.1	2.4		5.5	4.5	7	2.4	6 10	Lr.	, []	8.1		4 .	4.2	7.	
_	< 20	MILES		4.7	6,	3.3	•	<u>.</u>	6.3	2.8	3.8	7	4	2.6	2.8		_	တ	2.2	3.6		6.0	7.5	3.6	5.2	ر د) - o	. 4	. e.		~	8.4	2.6	
		DEPOT	Susquehanna	Norfolk	Tracv	San Diego		Susquehanna	Norfolk	Tracy	San Diego	accede: Source	Norfolk	Track	San Diedo		Susquehenna	Nortolk	Tracv	San Diego		Susquehanne	Norfolk	Tracv	San Diego	A de la company	Morfolk	Track	San Diego		Susquehenna	Norfolk	Tracy	
	TOTAL	MROs	372071	372071	372071	372071		582714	582714	582714	582714	107404	107707	187484	187484		155301	155301	155301	155301		84838	84838	84838	84838	03671	0000	4500	14359		63275	63275	63275)))
	VENDOR	RECEIPTS	19734	19734	19734	19734		39408	39408	39408	39408	9031	9000	9000	3586	}	8104	8104	8104	8104		7765	7765	7765	7765		891	68	0 0 0	2	3804	3804	3804	
		FSCs	2030	0000	0000	5930		5935	5935	5935	5935	6	5940	5940	5940	} }	5945		2 4 2 - 4 2			5950	0365		5950	1	2822	5955	2 2 2 2 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	0 0 80	5960	0965	2000	2200

EAST OCONUS	12.3	12.3	12.3	12.3	10	0	2	2 5	2	16.4	16.4	16.4	16.4	,	18.2	18.2	18.2	18.2	13.5	13.5	13.5	13.5	10.8	10.8	10.8	10.8	17.4	17.4	, ,	• · -	4 ./L
EAST FLEET	6.5	6.5	6.5	6.5	4 .6	6.6	. 4	o 6	4. O	17.7	17.7	17.7	17.7	,	න න	ø. 6	6. 6.	ø. ø.	4 .9	4 .	6.4	6.4	3.4	3.4	3.4	3.4	10.1			7.0	1.0.
WEST	13.5	13.5	13.5	13.5	13.1			1.5.1		17	17	17	17		12.3	12.3	12.3	12.3	12.2	12.2	12.2	12.2	11.9	11.9	11.9	9.11	4.6		0.4	0.4 0.	9.4
COUNT) WEST FLEET	9	9	g	9	4 .	4	i 4	יים מיים	a. Qi	11.7	11.7	11.7	11.7		7.2	7.2	7.2	7.2	4.	4.1	4.1	4.1	м	ო	ю	m	נר ער) L	יי מינ	5.5	ro ro
)TAL MRO (> 1000 MILES	27.6	26.5	45.2	46.9	90.9	2	3 [45.7	47.6	12.6	10.7	28.3	32		25.9	24.6	9.04	42.2	3.3	30	48.2	50.9	32.2	31.1	52.8	55.3	2,0		21.7	40.3	42.1
1 % OF TO < 1000 MILES	14.8	18.3	5.2	2.9	5	- 5	7.61	6.3	4.1	œ	7.9	4.2	9.0		12.5	15.5	4.3	7	15.4	18.4	8.0	3.1	17.1	20.2	6.2	е	3	<u>.</u>	16.3	4.2	2.2
PATTERNS <250 MILES	13.2	5.9	8.8	5.4	13.6	2 6	o .	4.0	9.9	13.2	9.2	4.2	9.0		9.1	5.1	ស	3.5	12.2	2.9	. e	5.4	12.6	7.9	8.9	9	,	<u>.</u>	5.9	5.2	3.1
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <100 <250 <1000 >1000 WEST MILES MILES MILES FLEET	5.2	4.4	4.	2.1	ç	7.0	4. 20	2.4	2.4	3.2	3.2	0.1	9.0		4.4	4.6	1.1	2.4	c u	, r		2.4	α	. o) F	3.1	ŗ	٥.,	4.3	1 .3	1.9
<50 <	6.0	6.7	er/	4.4	9	9 1	7.6	3.5	6.5	0.0	6.1	9.0	3.5		0.5	2.6	4.1	2.2	-	 	i c	 	ď	. 4 . œ	, w	3.4	•	1.2	4.3	1.3	3.1
DEPOT	Suscinghanna	Norfolk	Track	San Diego		Susquenanna	Norfolk	Tracy	San Diego	Cuedabana	Norfolk	Track	San Diego)	Susquehenne	Norfolk	Tracv	San Diego		Susquenania	Nortun	San Diago	4	Nextolk	Track	San Diego		Susquehanne	Norfolk	Tracy	San Diego
TOTAL	251005	251005	251005	251005	,	191137	191137	191137	191137	9643	9636	9636	6636		66095	66095	86098	96099		112420	112420	112420	9		139488	159488		27520	27520	27520	27520
VENDOR	7346	7346	7346	7346	1	9978	9978	9978	9378	97.0	370	379	379)	2336	2336	2336	2336	•	3930	3930	3930		4206	4206	4208		1353	1353	1353	1353
i C	1303	230.2	1969	5961		5965	5962	5962	5962	i i	5963	2002	5963		5965	1965 -4		5965		5970	5970	59/0 5970	i 9	5975	59/5	5975		5977	5977	5977	5977

						CUSTOMER	PATTERNS	3 (% OF T(CUSTOMER PATTERNS (% OF TOTAL MRO COUNT)	COUNT)			!
	•	VENDOR	FOTAL	, Co	< 50	< 100 Adul ES	< 250	< 1000 Mil ES	> 1000 MILES	WEST FLEET	WEST OCONUS	EAST	EAST OCONUS
- {	FSCs	RECEIPIS	MHUS	DEPUI	MILES	IMILES	יוורי	14 5	777	3.6	13.6	5.8	17.5
	5980	903	15055	Susquehenna	7:1	n ·	: ·	? ;			13.6	80	17.5
	5980	903	15055	Norfolk	4	ဖ	5.4	_	07	9	2 6		¥
	2007	903	15055	Tracv	2.6	1.8	5.8	5.7	43.6	3.6	13.6	v x	D. 1.
	5980	903	15055	San Diego	3.1	2.4	5.6	2.2	46.2	3.6	13.6	τυ αο	17.5
			1	-	•	r c	12.4	9 61	28.7	3.9	12.7	4.3	17.9
	5985	4847	79730	Susquenanna	<u>.</u> .	, u	u	18.7	27.5	9.0	12.7	4.3	17.9
	5985	4847	79730	Nortolk	ភ	c:0) i				197	4	17.9
	5985	4847	79730	Tracy	2.1	9.	7.5	4.2	a .c.	n (12.7) (17.9
	5985	4847	79730	San Diego	3.9	3.2	4 .	2.7	46.7	ю. Ю	12./	\$?	6.77
			53161	9400000	4	9	13	4	24	8.9 6.9	13.8	12.6	8.8
	2990	8911	(017)	Susquement Morfolk	· (4	, e	S.	15.4	23.1	8.9	13.8	12.6	8.8
	2990	1168	19171	Norioik	9 (9 6		8	39.7	60	13.8	12.6	8.8
	2990	1168	12167	Tracy	3.5	<u>ه</u> د	•	0			0 0 0	126	œ
	2990	1168	12167	San Diego	L.	7	8.	2.6	ð. [4	n D	9.5	0.4	<u>:</u>
		,			<u>.</u>	4	10.4	13.6	29.6	4.4	10.2	4.3	21.6
1	2995	5826	177066	Susquenanna		? •		163	28.5	4.2	10.2	4.3	21.6
C -	2995	5826	122066	Nortolk	3.2	Ρ,	, (9 6	45 B	4	10.2	6.4	21.6
44	5995	5826	122066	Tracy		 	7./	3.0	0, 1	• •			21.6
4	5995	5826	122066	San Diego	2.7	4.2	3.6	2.6	46.5	4 .2	70.7	\$ 3	0.7
			, 0	4	נ	4	14.4	12.7	21.3	11.4	11.4	11.9	12.5
	2998	1848	10/00	Susqueille in a	9 6	. r.	70. 4.	14.8	20.2	11.4	11.4	11.9	12.5
	2998	3487	78/8/	Nortola	? •	• -	7.4	4	38.8	11.4	11.4	11.9	12.5
	5998	3487	/8/86	, racy	<u>.</u>	- L			40.9	11.4	11.4	11.9	12.5
	2998	3487	58787	San Diego	4.7	2.5	٠. م	<u>.</u>	?	•	•		
	6	9	147983	Cuedana	9.	5.1	12.4	13.7	26.8	6.3	13.5	7.4	13.2
	200	9099	147023	Norfolk	· · ·	4.5	6.9	16.1	25.5	6.3	13.5	7.4	13.2
	5999	9809	1 4 6 6 6		, c	1.2	6.4	ro ro	44.1	6.3	13.5	7.4	13.2
	5999	6086	14/803		† ,	<u>.</u>	. 4	7.6	46.3	6.3	13.5	7.4	13.2
	5999	9809	147863	San Diego	4	٧	ř	i	! !				

EAST OCONUS	0	0	0	c	>	20	20	20		3	14.3	14.3	14.3	14.3		6	ത	Ø	თ		0	0	0	0	0	0	0	0	11.8	11.8	11.8	11.8	
EAST FLEET	20	20	20	<u> </u>	ò	0	0	c		>	0	0	0	0		7.3	7.3	7.3	7.3		0	0	0	0	0	0	0	0	0	0	0	0	
WEST	0	0	c	• •	>	0	0	· c	•	5	0	0	0	0		14.2	14.2	14.2	14.2		0	0	0	0	0	0	0	0	29.4	29.4	29.4	29.4	,
COUNT) WEST FLEET	Z.	ស	L.) (n	0	c	, ,	> 1	0	0	0	0	0		3.4	3.4	3.4	3.4		0	0	0	0	0	0	0	0	0	0	0	o	1
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) < 100 < 250 < 1000 > 1000 WEST MILES MILES FLEET	30	ın	· \$? :	6	0	c	> {	2	20	57.1	57.1	28.6	28.6	l	34.3	26.6	55.8	57.5		100	001	0	0	0	0	100	6	19.6	19.6	39.2	39.7	i > >
(% OF TC < 1000 MILES	5	55	; c	>	0	0		•	o	0	0	0	O	0	1	10.7	22.7	2.1	o	•	0	0	0	0	100	0 0	0	0	8.11	13.7	0		>
PATTERNS < 250 MILES	5	ľ) и	n	0	20	} <	> (0	0	14.3	0	0	57.1	: : :	12	3.4	5.2	4.6	j	0	0	0	100	0	0	0	0	7	C	0	9 01	
CUSTOMER < 100 MILES	c.		,	5	ហ	0	. (o (0	0	14.3	21.4	0	c)	8.2	4.0	6.0		?	0	0	0	0	0	0	0	0	25.5	25.5	2	٠ ،	>
<50 MII FS	c) (> (0	0	c) ¦	Ç,	0	0	c	7.1	57.1	: <	>	6.0	3.9	2.1	. a	n.	c	c	5 5	0	0	0	0	0	c	, c	3 71	2. (5
DEPOT	Sussusbane	a management	Norion	Tracy	San Diego	a de	Susdanana	Norfolk	Tracy	San Diego	Suspendence	Norfolk	Treat		San Diago	Susquehenna	Norfolk	Track	- C	san Diego	Succession	Norfolk	Track	San Diego	Susduehanna	Norfolk	Tracy	San Diego	e contraction of the contraction	103-6-16.	Traction	i racy	San Diego
TOTAL		3 6	2	50	50	·	7	7	7	7	7.		: :	<u> </u>	*	233	233	223	5 6	233	,	4 6	٠,	, 7	g	Ø	φ	ဖ	ŭ	- i	ត្ ដ	ō i	51
VENDOR	חברבון וט	o (0	0	0	¢	5	0	0	0	•		- •	- •	_	39		. c	n (66	•	•	* <	t 4	-	_		- 🚐	•	Z :	7 :	71	12
Ü	7365	2002	6005	9009	9009		6010	6010	6010	6010		67.00	60.5	5109	6015	6030		0708 45	0709	6020		6709	6025	6025	6026	6026	60.25	6026		96030	6030	6030	6030

					CUSTOMER	A PATTERN	S (% OF T(CUSTOMER PATTERNS (% OF TOTAL MRO COUNT)	COUNT	į	4	TACT
		TOTAL	FOOD	< 50 MII ES	< 100 MI FS	< 250 MII FS	< 1000 MILES	> 1000 MILES	WEST FLEET	OCONUS	FLEET	OCONUS
FSCs	RECEIPIS	MHOS	DELOI	MILES	MILLES			861	°	°	0	0
6033	7	-	Susquehenna	0	>	>	•	9 9	• •	c	c	0
6033	7	_	Norfolk	0	0	0	0	3	> '	•		
6033	2	_	Tracy	0	0	0	0	001	0	5	o (o (
6033	1 70	-	San Diego	0	0	0	100	0	0	0	0	5
								į	•	ć	7	7 2 7
6060	23	141	Susquehenna	0	7.8	1.7.1	14.2	34	4.	n n	<u>*</u> ,	? .
	33	141	Norfolk	0	21.3	2.1	17	33.3	1.4	6. 6.	4.	13.5
			Track	2.8	2.1	0.7	ß	63.1	4.4	6.6 6	1.4	13.5
0909		14	San Diego	0	0.7	7.1	3.5	62.4	4.	6.6	4.	13.5
		<u>:</u>		ı								
1		,	e de de la constant	4 6	0	0	16.7	31	0	35.7	0	14.3
6070		7 7	Stadodilarina Markell	; c		11.9	11.9	26.2	0	35.7	0	14.3
6070		7 *	Norion #	, ני ני		4 6	c	23.8	0	35.7	0	14.3
6070	=	42	[racy	23.8	>		, (0 00	c	35.7	0	14.3
6070	1.1	42	San Diago	2.4	0	23.8	5	73.0	>); }	•	
		1		c	ć	c	c	0	0	0	0	0
6080	0	0	Susquenanna	>	> (•	• (c	c	0	0	0
6080	0	0	Norfolk	0	0	.	o (c	c
6080	0	0	Tracy	0	0	0	5	S)			
6080		0	San Diego	0	0	0	0	0	0	>	>	ò
							1		7	, u	er ec	15.3
6105	2483	34997	Susquehenna	4.0	æ.	12.5	5.0.	24.0	t d		, «	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
6105	2483	34997	Norfolk	6.4	1.7	5.7	17.1	23.5	4.	<u>.</u>	2 1	
6105		34997	Tracy	2.9	6.0	9 .0	4	4 3	5.4	0.0	n (3 4
6105		34997	San Diego	4.6	1.8	4.3	1.5	45.1	₹.	15.5	m. 10	15.3
			•	•	v	11.4	127	24.2	6.5	7	თ	16.4
6110		19182	Susquenanna	† (t c		12.1	23.5	10	4	6	16.4
6110		19182	Norfolk	7.0	0 0	· ·		04	(C)	4	Ø	16.4
6110	1165	19182	Tracy	. 	я. Э	n !	e e	} ;) L		σ	16.4
6110		19182	San Diego	6.4	23	3.7	2.2	4. O.	c.	<u>*</u>	,	
		4100	a de constant	-	6	11.2	17.6	26.8	2.2	12.2	1.1	23.9
6115		100	Mosfolt	"	7.3	5.4	19.7	26	2.2	12.2	1.1	23.9
6115		9014	Trong H			6.0	3.8	47.4	2.2	12.2	1.1	23.9
6115		408	Iracy	S 6			.	7.74	2.2	12.2	1.1	23.9
6115	388	9014	San Diago	9. 9.	ň.	*	3	;	i			

50 50 0 0 0 50 0 0 0 0 0 10.1 22.5 5.4 2 3.2 37.2 5.4 2 3.2 42.6 3.8 3.8 3.2 42.6 3.8 3.8 3.8 3.2 42.6 3.8 3.8 3.8 3.8 3.8 3.8 3.8 3.8 3.8 3.8	TOTAL MROs DEPOT 2 Susquehenne	ERNS (% OF TOTAL MRO COUNTY () 0 < 1000 > 1000 WILES NILES FL	> 00 >
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9.3 24 5.4 20.3 5 10.1 22.5 5.4 20.3 5 3.5 5.4 20.3 5 1.5 37.2 5.4 20.3 5 23.1 31.6 3.8 11 5.4 22.1 31.4 3.8 11 5.4 3.2 42.6 3.8 11 5.4 0.1 45.1 3.8 11 5.4 16.2 26.7 7.3 11 5.4 16.3 25.6 7.3 12.5 8.2 4.6 42.3 7.3 12.5 8.2 4.6 42.3 7.3 12.5 8.2 15.4 25.6 7.3 12.5 8.2 18.7 27.9 6.3 8.7 6.4 6.1 47.6 6.3 8.7 6.4 2.9 49.8 6.3 8.7 6.4 17.4 25.4 3.5 12.6 4.1 4.6 45.8 3.5 12.6	O San Diego O O	0	0
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8.3 18.1 27.5 28.7 2.5 15.3 1.9 8.3 18.1 27.5 2.5 15.3 1.9 18.1 27.5 2.5 15.3 1.9 18.1 27.5 2.5 15.3 1.9 19.1 27.5 2.5 15.3 1.9 19.2 2.5 15.3 1.9 19.2 2.5 15.3 1.9 19.2 2.5 15.3 1.9 19.2 2.5 15.3 1.9 19.2 2.5 15.3 1.9 19.2 2.5 15.3 1.9 19.2 2.5 15.3 1.9 19.2 2.5 15.3 1.9 19.2 2.5 15.3 1.9 19.2 2.6 49.7 3.4 10.2 3.8 17.1 27.7 35.2 0.6 2.4 1.1 19.8 1.3 2.6 85.1 0.6 2.4 1.1 19.6 11.2 2.4 3.3 0.6 2.4 1.1 19.6 11.2 2.4 2.8 1.1 0.6 2.4 1.1 19.6 11.2 2.6 2.8 14.2 9.8 19.6 10.2 1.7 19.2 2.6 2.8 19.6 10.2 1.7 2.6 2.7 8 1.6 10.2 1.7 2.6 2.7 8 1.6 10.2 1.7 2.6 2.7 8 1.6 10.2 1.7 2.7 2.8 2.7 2.7 2.6 5.1 10.9 6.3 2.7 2.7 2.6 5.1 10.9 6.3 2.7 2.7 2.6 5.1 10.9 6.3 2.7 2.7 2.6 5.5 10.8 7.1 2.5 2.5 10.8 7.1 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5	VENDOR TOTAL		Č	ŀ	< 50 A 11 E 5	CUSTOMEF < 100	RATTERNS < 250 MII ES	S (% OF TO < 1000 MII ES	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT <100 <250 <1000 >1000 WEST	COUNT) WEST	WEST	EAST FLEET	EAST OCONUS
8.3 18.11 27.5 2.5 15.3 1.9 6.1 5.9 48.9 2.5 15.3 1.9 6.1 5.9 48.9 2.5 15.3 1.9 10.7 15.8 31.9 2.5 15.3 1.9 5.7 18.7 30.5 3.4 10.2 3.8 6.2 5.6 49.7 3.4 10.2 3.8 6.2 5.6 49.7 3.4 10.2 3.8 6.2 5.6 49.7 3.4 10.2 3.8 17.1 27.7 35.2 0.6 2.4 1.1 8.7 3.2.4 81 0.6 2.4 1.1 9.8 6.4 81 0.6 2.4 1.1 10.6 11.2 2.2 3.9 1.4 3.8 6.1 13.6 22.8 7.8 14.2 9.8 6.1 13.6 22.8 7.8 14.2 9.8 6.1 13.6 7.8 14.2 9.8 6.1 </th <th>TS MROS DEPOT MILES</th> <th>DEPOT MILES</th> <th>MILES</th> <th>2</th> <th>ž s</th> <th>۵,</th> <th>MILES</th> <th>MILES</th> <th>1911E3</th> <th>7.5</th> <th>15.3</th> <th>6.</th> <th>14.7</th>	TS MROS DEPOT MILES	DEPOT MILES	MILES	2	ž s	۵,	MILES	MILES	1911E3	7.5	15.3	6.	14.7
6.1 5.9 48.9 2.5 15.3 1.9 1.1 6.1 3 51 2.5 15.3 1.9 1.9 1 6.1 3 51 2.5 15.3 1.9 1 10.7 15.8 31.9 3.4 10.2 3.8 1 6.2 5.6 49.7 3.4 10.2 3.8 1 17.1 27.7 35.2 0.6 2.4 1.1 1.3 2.6 85.1 0.6 2.4 1.1 1.3 2.6 85.1 0.6 2.4 1.1 1.3 2.6 85.1 0.6 2.4 1.1 1.3 1.5 22.8 7.8 14.2 9.8 10.6 11.2 24 7.8 14.2 9.8 10.7 15.1 28.9 1.6 10.2 1.7 5.1 18.2 27.8 1.6 10.2 1.7 5.1 3.5 29.2 1.6 10.2 1.7 5.1 3.5 29.2 1.6 10.2 1.7 5.1 1.3 29.2 1.6 10.2 1.7 5.1 1.3 29.2 1.6 10.2 1.7 5.1 1.4 27.8 5.1 10.9 6.3 5.9 17.7 26.6 5.5 10.8 7.1 10.1 14 27.8 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1 4.4 5 5.5 10.8 7.1 5.9 17.7 26.6 5.5 10.8 7.1 5.9 17.7 26.7 26.7 26.7 26.7 26.7 26.7 5.9 10.8 7.1 5.0 10.8 7.1 5.0 10.8 7.1 5.0 10.8 7.1 5.0 10.8 7.1 5.0 10.8 7.1 5.0 10.8 7.1 5.0 10.8 7.1 5.0 10.8 7.1 5.0 10.8 7.1 5.0 10.8 7.1 5.0 10.8 7.1 5.0 10.8 7.1 5.0 10.8	7933 14/925 Susquenanna i oso	Susquenanna 1	nenner 1 r		ė «c	, c	- 80 - 60	18.1	27.5	2.5	15.3	1.9	14.7
6.1 3 51 2.5 15.3 1.9 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	147925 Tracv 3.5	Track 3.5	 		4.5		6.1	5.9	48.9	2.5	15.3	6.	14.7
10.7 15.8 31.9 3.4 10.2 3.8 6.2 5.6 49.7 3.4 10.2 3.8 6.2 5.6 49.7 3.4 10.2 3.8 4.7 3.4 50.8 3.4 10.2 3.8 17.1 27.7 35.2 0.6 2.4 1.1 8.7 32.4 33 0.6 2.4 1.1 9.8 6.4 81 0.6 2.4 1.1 0.8 6.4 81 0.6 2.4 1.1 0.8 6.4 81 0.6 2.4 1.1 0.8 6.4 81 0.6 2.4 1.1 10.6 11.2 2.4 1.1 1.1 10.6 13.6 2.2 4.5 1.8 1.4 1.1 10.7 1.2 2.2 4.5 7.8 14.2 9.8 5.1 3.5 4.5 7.8 14.2 9.8 6.1 1.5 7.8 14.2 9.8 6.1	147925 San Diego 2.8	San Diego 2.8	iego 2.8		2.9		6.1	ю	51	2.5	15.3	9.1	14.7
5.7 18.7 30.5 3.4 10.2 3.8 6.2 5.6 49.7 3.4 10.2 3.8 4.7 3.4 50.8 3.4 10.2 3.8 17.1 27.7 35.2 0.6 2.4 1.1 8.7 3.2.4 33 0.6 2.4 1.1 1.3 2.6 85.1 0.6 2.4 1.1 10.6 11.2 2.4 1.1 1.1 6.1 13.6 22.6 7.8 14.2 9.8 6.1 13.6 22.6 7.8 14.2 9.8 5.2 4.5 39.6 7.8 14.2 9.8 6.1 1.3 4.1.5 7.8 14.2 9.8 5.1 1.9 4.15 7.8 14.2 9.8 5.1 1.9 4.15 7.8 14.2 9.8 5.1 1.9 4.15 7.8 14.2 9.8 5.1 1.8 7.8 14.2 9.8 5.1 1.3 <td>2905 57166 Suscuehenna 1.5 4.</td> <td>Susquehenne 1.5</td> <td>1.5</td> <td></td> <td>4</td> <td>8. 8.</td> <td>10.7</td> <td>15.8</td> <td>31.9</td> <td>3.4</td> <td>10.2</td> <td>3.8</td> <td>17.9</td>	2905 57166 Suscuehenna 1.5 4.	Susquehenne 1.5	1.5		4	8. 8.	10.7	15.8	31.9	3.4	10.2	3.8	17.9
6.2 5.6 49.7 3.4 10.2 3.8 17 17.1 27.7 35.2 0.6 2.4 1.1 1.1 1.3 2.4 85.1 0.6 2.4 1.1 1.3 2.6 85.1 0.6 2.4 1.1 1.1 0.8 17.1 13.6 22.6 85.1 0.6 2.4 1.1 1.1 0.6 11.2 2.4 1.1 1.1 0.6 2.4 1.1 1.1 0.6 2.4 1.1 1.1 0.6 2.4 1.1 1.1 0.6 2.4 1.1 1.1 0.6 2.4 1.1 1.1 0.6 2.4 1.1 1.1 0.6 2.4 1.1 1.1 0.6 2.4 1.1 1.1 0.6 2.4 1.1 1.1 1.2 2.6 7.8 14.2 9.8 1.1 1.2 2.6 7.8 14.2 9.8 1.1 1.2 2.8 39.6 7.8 14.2 9.8 1.1 1.2 2.8 39.6 7.8 14.2 9.8 1.1 1.2 2.2 50.2 1.6 10.2 1.7 2.2 50.2 1.6 10.2 1.7 2.2 50.2 1.6 10.2 1.7 2.1 1.1 1.2 13.8 29.7 5.1 10.9 6.3 2.1 4.6 6.3 4.7 4 5.1 10.9 6.3 2.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1	57166 Norfolk 3.3	Norfolk 3.3	3.3		φ	6.4	5.7	18.7	30.5	3.4	10.2	3.8	17.9
4.7 3.4 50.8 3.4 10.2 3.8 1 17.1 27.7 35.2 0.6 2.4 1.1 8.7 32.4 33 0.6 2.4 1.1 1.3 2.6 85.1 0.6 2.4 1.1 10.6 11.2 2.4 7.8 14.2 9.8 6.1 13.6 22.6 7.8 14.2 9.8 6.1 13.6 22.6 7.8 14.2 9.8 6.1 13.6 22.6 7.8 14.2 9.8 10.7 15.1 28.9 7.8 14.2 9.8 5.1 1.9 41.5 7.8 14.2 9.8 10.7 15.1 28.9 7.8 14.2 9.8 5.1 1.9 41.5 7.8 14.2 9.8 5.1 1.9 7.8 14.2 9.8 5.1 3.5 49.5 1.6 10.2 1.7 5.9 17.6 28.2 5.1 10.2 1.7 <	57166 Tracy 1.9	Tracy 1.9	1.9		•	1.3	6.2	5.6	49.7	3.4	10.2	3.8	17.9
17.1 27.7 35.2 0.6 2.4 1.1 8.7 32.4 33 0.6 2.4 1.1 0.8 6.4 81 0.6 2.4 1.1 0.8 6.4 81 0.6 2.4 1.1 10.6 11.2 24 7.8 14.2 9.8 6.1 13.6 22.6 7.8 14.2 9.8 5.2 4.5 39.6 7.8 14.2 9.8 10.7 1.9 41.5 7.8 14.2 9.8 10.7 15.1 28.9 7.8 14.2 9.8 5.1 1.9 41.5 7.8 14.2 9.8 10.7 15.1 28.9 7.8 14.2 9.8 5.1 18.2 27.8 1.6 10.2 1.7 5.1 3.5 49.5 1.6 10.2 1.7 5.9 17.6 28.2 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3	57166 Sen Diego 3.2	San Diego 3.2	iego 3.2		•	5.6	4.7	3. 4	50.8	3.4	10.2	8. 8.	17.9
8.7 32.4 33 0.6 2.4 1.1 1.3 2.6 85.1 0.6 2.4 1.1 0.8 6.4 81 0.6 2.4 1.1 10.6 11.2 24 7.8 14.2 9.8 6.1 13.6 22.6 7.8 14.2 9.8 5.2 4.5 39.6 7.8 14.2 9.8 10.7 15.1 22.6 7.8 14.2 9.8 5.1 1.9 41.5 7.8 14.2 9.8 5.1 1.9 41.5 7.8 14.2 9.8 5.1 1.9 41.5 7.8 14.2 9.8 5.1 1.8 27.8 1.6 10.2 1.7 5.1 13.5 29.7 5.1 10.2 1.7 5.9 17.6 5.3 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 5.9 17.7 26.6 5.5 10.8 7.1 6.9	16 531 Susquehenne 1.3	Susauehanna 1.3	1.3	8	w	1.8	17.1	7.72	35.2	9.0	2.4	1.1	6.4
1.3 2.6 85.1 0.6 2.4 1.1 0.8 6.4 81 0.6 2.4 1.1 10.6 11.2 24 7.8 14.2 9.8 6.1 13.6 22.6 7.8 14.2 9.8 5.2 4.5 39.6 7.8 14.2 9.8 10.7 15.1 28.9 7.8 14.2 9.8 10.7 15.1 28.9 7.8 14.2 9.8 5.1 1.9 41.5 7.8 14.2 9.8 10.7 15.1 28.9 7.8 14.2 9.8 5.1 18.2 27.8 1.6 10.2 1.7 5.1 13.5 49.5 1.6 10.2 1.7 5.9 17.6 28.2 5.1 10.2 1.7 5.9 17.6 28.2 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.8 7.1	531 Norfolk 0.8	Norfolk 0.8	0.8	•	÷	14.7	8.7	32.4	33	9.0	2.4	-	6.4
10.6 11.2 24 7.8 14.2 9.8 6.1 13.6 22.6 7.8 14.2 9.8 5.2 4.5 39.6 7.8 14.2 9.8 5.1 4.5 39.6 7.8 14.2 9.8 10.7 15.1 28.9 7.8 14.2 9.8 10.7 15.1 28.9 1.6 10.2 1.7 5.1 18.2 27.8 1.6 10.2 1.7 5.1 3.5 49.5 1.6 10.2 1.7 5.1 3.5 49.5 1.6 10.2 1.7 3.2 2.2 50.2 1.6 10.2 1.7 4.6 6.3 47.4 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 10.1 14 27.8 5.5 10.8 7.1 5.9 17.7 26.6 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1	531 Tracy 0	Tracy	0		0	4.0	1.3	2.6	85.1	9.0	2.4	1:1	6.4
10.6 11.2 24 7.8 14.2 9.8 6.1 13.6 22.6 7.8 14.2 9.8 5.2 4.5 39.6 7.8 14.2 9.8 3.1 1.9 41.5 7.8 14.2 9.8 10.7 15.1 28.9 1.6 10.2 1.7 5.1 18.2 27.8 1.6 10.2 1.7 5.1 3.5 49.5 1.6 10.2 1.7 5.1 3.2 2.2 50.2 1.6 10.2 1.7 5.9 17.6 28.2 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 10.1 14 27.8 5.5 10.8 7.1 5.9 17.7 26.6 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1 4.3 2.5 47.4 5.5 10.8 7.1 </td <td>531 San Diego 0.6</td> <td>San Diego 0.6</td> <td>ego 0.6</td> <td>ဖ</td> <td>9</td> <td>9.0</td> <td>0.8</td> <td>4.9</td> <td>83</td> <td>9.0</td> <td>2.4</td> <td>1:1</td> <td>4.</td>	531 San Diego 0.6	San Diego 0.6	ego 0.6	ဖ	9	9.0	0.8	4.9	83	9.0	2.4	1:1	4.
6.1 13.6 22.6 7.8 14.2 9.8 14.2 39.6 7.8 14.2 9.8 14.2 9.8 14.5 39.6 7.8 14.2 9.8 14.2 9.8 14.5 14.5 7.8 14.2 9.8 14.5 14.5 14.2 9.8 14.5 14.5 14.2 9.8 14.5 14.2 9.8 14.5 14.2 9.8 14.5 14.2 9.8 14.5 14.2 9.8 14.5 14.2 9.8 14.5 14.2 14.2 14.2 14.2 14.2 14.2 14.2 14.2	4303 107904 Susquehanna 1.4 4.	Susonehanne 1.4	1.4	4	4	4.4	10.6	11.2	24	7.8	14.2	8.6	16.7
5.2 4.5 39.6 7.8 14.2 9.8 3.1 1.9 41.5 7.8 14.2 9.8 10.7 15.1 28.9 1.6 10.2 1.7 5.1 18.2 27.8 1.6 10.2 1.7 5.1 18.2 27.8 1.6 10.2 1.7 3.2 2.2 50.2 1.6 10.2 1.7 11.2 13.8 29.7 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 10.1 14 27.8 5.1 10.9 6.3 5.9 17.7 26.6 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1 4.3 2.5 47.4 5.5 10.8 7.1	107904 Norfolk 5	Norfolk	ហ		4	4.3	6.1	13.6	22.6	7.8	14.2	8.6	16.7
3.1 1.9 41.5 7.8 14.2 9.8 10.7 15.1 28.9 1.6 10.2 1.7 5.1 18.2 27.8 1.6 10.2 1.7 5.1 3.5 49.5 1.6 10.2 1.7 3.2 2.2 50.2 1.6 10.2 1.7 3.2 2.2 50.2 1.6 10.2 1.7 11.2 13.8 29.7 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 3.9 3.7 49.1 5.1 10.9 6.3 10.1 14 27.8 5.5 10.8 7.1 5.9 17.7 26.6 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1 4.3 2.5 47.4 5.5 10.8 7.1	107904 Tracy 1.5	Tracy 1.5	1.5	ъ	O	8.0	5.2	4.5	39.6	7.8	14.2	8 .	16.7
10.7 15.1 28.9 1.6 10.2 1.7 5.1 18.2 27.8 1.6 10.2 1.7 5.1 3.5 49.5 1.6 10.2 1.7 3.2 2.2 50.2 1.6 10.2 1.7 11.2 13.8 29.7 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 10.1 14 27.8 5.1 10.9 6.3 10.1 14 27.8 5.5 10.8 7.1 5.9 17.7 26.6 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1 4.3 2.5 47.4 5.5 10.8 7.1	4303 107904 San Diego 2.9	San Diego 2.9	2.9	on.	71	2.1	3.1	1.9	41.5	7.8	14.2	89. 89.	16.7
5.1 18.2 27.8 1.6 10.2 1.7 5.1 3.5 49.5 1.6 10.2 1.7 3.2 2.2 50.2 1.6 10.2 1.7 11.2 13.8 29.7 5.1 10.9 6.3 5.9 17.6 28.2 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 3.9 3.7 49.1 5.1 10.9 6.3 10.1 14 27.8 5.5 10.8 7.1 5.9 17.7 26.6 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1 4.3 2.5 47.4 5.5 10.8 7.1	6200 4042 121135 Susquehanna 1.1 4	Susquehama 1.1	<u>:</u>	-	4	4. 6.	10.7	15.1	28.9	1.6	10.2	1.7	26.1
5.1 3.5 49.5 1.6 10.2 1.7 3.2 2.2 50.2 1.6 10.2 1.7 11.2 13.8 29.7 5.1 10.9 6.3 5.9 17.6 28.2 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 3.9 3.7 49.1 5.1 10.9 6.3 10.1 14 27.8 5.5 10.8 7.1 5.9 17.7 26.6 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1 4.3 2.5 47.4 5.5 10.8 7.1	4042 121135 Norfolk 2.7	Norfolk 2.7	2.7	7	9	6.7	5.1	18.2	27.8	1.6	10.2	1.7	26.1
3.2 2.2 50.2 1.6 10.2 1.7 11.2 13.8 29.7 5.1 10.9 6.3 5.9 17.6 28.2 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 3.9 3.7 49.1 5.1 10.9 6.3 10.1 14 27.8 5.5 10.8 7.1 5.9 17.7 26.6 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1 4.3 2.5 47.4 5.5 10.8 7.1	4042 121135 Tracy 1	Tracv 1	-	-	_	1.3	5.1	3.5	49.5	1.6	10.2	1.7	26.1
11.2 13.8 29.7 5.1 10.9 6.3 5.9 17.6 28.2 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 3.9 3.7 49.1 5.1 10.9 6.3 10.1 14 27.8 5.5 10.8 7.1 5.9 17.7 26.6 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1 4.3 2.5 47.4 5.5 10.8 7.1	4042 121135 San Diego 2.4	San Diego 2.4	iego 2.4	4	74	2.5	3.2	2.2	50.2	1.6	10.2	1.7	26.1
5.9 17.6 28.2 5.1 10.9 6.3 4.6 6.3 47.4 5.1 10.9 6.3 3.9 3.7 49.1 5.1 10.9 6.3 10.1 14 27.8 5.5 10.9 6.3 5.9 17.7 26.6 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1 4.3 2.5 47.4 5.5 10.8 7.1	5 20 20 20 20 20 20 20 20 20 20 20 20 20	Suscuebanna 0.0	6.0	o	LC)	5.2	11.2	13.8	29.7	5.1	10.9	6.3	16.8
4.6 6.3 47.4 5.1 10.9 6.3 3.9 3.7 49.1 5.1 10.9 6.3 10.1 14 27.8 5.5 10.8 7.1 5.9 17.7 26.6 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1 4.3 2.5 47.4 5.5 10.8 7.1	1123 49272 Norfolk 3.2	Norfolk 3.2	3.2	2	9	6.1	5.9	17.6	28.2	5.1	10.9	6.3	16.8
3.9 3.7 49.1 5.1 10.9 6.3 10.1 10.1 10.1 10.1 10.1 10.1 10.1 10	1123 49272 Tracy 1.6	Tracy 1.6	1.6	9	-	1.1	4.6	6.3	47.4	5.1	10.9	6.3	16.8
10.1 14 27.8 5.5 10.8 7.1 5.9 17.7 28.6 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1 4.3 2.5 47.4 5.5 10.8 7.1	1123 49272 San Diego 2.3	San Diego 2.3	iego 2.3	Б.	.,		9. 6.	3.7	49.1	5.	10.9	6.3	16.8
5.9 17.7 26.6 5.5 10.8 7.1 4.4 5 45.8 5.5 10.8 7.1 4.3 2.5 47.4 5.5 10.8 7.1	2.40 8.245 300546 Susquehanna 0.8 5	Susquehanna 0.8	8.0	80	ťΩ	4.	10.1	4	27.8	5.5	10.8	7.1	18.4
4,4 5 45.8 5.5 10.8 7.1 4,3 2.5 47.4 5.5 10.8 7.1	8245 300546 Norfolk 2.6	Norfolk 2.6	2.6	9	, u	5.4	6.3	17.7	26.6	5.5	10.8	1.7	18.4
4.3 2.5 47.4 5.5 10.8 7.1	8245 300548	Tracy		8.		1.2	4.4	ß	45.8	5.5	10.8	7.1	18.4
	8245 300546	San Diago	oßa	2.1		1.9	4.3	2.5	47.4	5.5	10.8	7.1	18.4 4.

!	EAST OCONUS	13.7	13.7	13.7	13.7	24.9	24.9	24.9	24.9	0	0	0	0	11.4	11.4	11.4	11.4	6		, r		9.7	15.2	15.2	15.2	15.2	80	89	8.3	8.3 E.3
!	EAST FLEET	12.9	12.9	12.9	12.9	3.5	3.5	3.5	3.5	0	0	0	0	6	19	19	19	9	9 6	۲. و د	7.0	5.6	8.2	8.2	8.2	8.2	8. 4.	3.4	9. 6	3.4
	WEST OCONUS	12.8	12.8	12.8	12.8	1.9	11.9	11.9	9,11	0	0	0	0	15.9	15.9	15.9	15.9	•	•	÷ •	4	ታ	15	15	15	ភ	5	01	01	0
COUNT	WEST FLEET	9.1	9.1	9.1	9.1	2.2	2.2	2.2	2.2	0	0	0	0	13	13	13	13	•	n (v. (e: -	1.9	7.4	7.4	7.4	7.4	2.1	2.1	2.1	2.1
TAL MRO	> 1000 MILES	22.8	21.9	39.5	41.7	28.5	27.6	45	47.8	0	0	100	001	20.1	18.1	22.5	28.7		Q. 1	39.7	27	59.2	24.6	23.1	41.6	43.2	38.1	35.8	8	60.5
(% OF TO	<1000 MILES	12.1	14.4	4.4	1.6	13.2	16.6	6.6	3.1	100	100	0	0	4.1	4.2	6.5	0.1	;	4	15.5	10.4	6.2	11.8	14.6	4.4	2.2	18.1	22.1	6.2	3.7
PATTERNS	<250 MILES	10.3	6.3	6.4	3.3	80	4.0	. o.	3.2	0	0	0	0	ភ្	7	11.6	0.2	;	4	10.5	6.8	7.5	11.8	5.8	5.9	3.1	11.8	9.2	6.4	7.7
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT)	< 100 MILES	5.4	ស	-	7	ស	· 6	2.5	1.5	0	0	0	0	,		. 0	5.2	;	=	9.5	0.7	5.5	5.3	5.3	0.8	2.2	6.6	6.7	89.	2.5
O	<50	0.7	3.7	1.5	2.7	ر بر	1.6	80	8.	0	0	0	0	c	, « «	} 0	6.4		6.0	6.4	4.4	က	9.0	5.2	1.5	3.4	1.7	2.4		1.8
	DEPOT	Susceptions	Norfolk	Tracy	San Diego	Succession	Morfolk	Track	San Diego	Susanehanne	Norfolk	Tracv	San Diago	accepted for	Morfolk	Track	San Diego		Susdnehanna	Norfolk	Tracy	San Diago	Susonehanne	Norfolk	Tracv	San Diego	Susquehanna	Norfolk	Tracy	San Diego
	TOTAL	19286	19286	19286	19286	35308	35300	35308	35308	m	· 173	m	м	140	2 6	1 68	861		3136	3136	3136	3136	17232	17232	17232	17232	770208	270208	770208	770208
	VENDOR	544 544	544	54.	544	9	908	908	806	c	0	0	0	ğ) W	ט ער ס אל	. S		171	171	171	171	637	637	637	637	15454	15454	15454	15454
	<u>د</u> ق	200		6250	6250	4	0 0 0 4 0 4	9260	6260	6310	6310	6310	6310	6		0259			6340	6340	6340	6340	6350	6350	6350	6350	A.O.P.	3000	5059	6505

VENDOR TOTAL		Ą		< 50	CUSTOMER <100	PATTERNS < 250	S (% OF TO < 1000	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT < 100 < 250 < 1000 > 1000 WES	COUNT)	WEST	EAST	EAST
MROS DEPOT N	MROS DEPOT		MILES		MILES	MILES	MILES	MILES	FLEET	OCONUS	FEET	OCONUS
Ì	5243 Susquehanns		1.1		5.2	10.5	17.3	42.7	2.2	7.8	4. e:	m. 00
	Norfolk		2.6		ro	7.2	20.8	41.3	2.2	7.8	4 .0	8.3 6.3
6508 81 5243 Tracy 2.7	Tracy		2.7		4.1	5.1	12.1	55.6	2.2	7.8	4.9	e. e.
6508 81 5243 San Diego 1.6	San Diego		1.6		2.5	6.9	9.S	56.3	2.2	7.8	4 0	ස භ
6510 2310 94268 Susquehanna 3	Susgnehanna		т		5.8	10.2	16.4	42	2.4	8.4	3.9	6 0
2310 94268	Norfolk		7		6.1	9.3	19.7	40.1	2.4	8.4	ø. 6	co
2310 94268 Tracy	Tracy		ო		1.3	4.7	14.5	53.8	2.4	8.4	3.9	eo
2310 94268	San Diego	oße	7		2.1	6,5	11.7	55	2.4	4.	හ හ	co
6515 7161 330293 Susouehanna 2.2	Susauehanna		2.2		4.3	7.5	12.9	94	1.9	60	2.9	11.3
7161 330293 Norfolk	Norfolk		1.6		6.4	9.9	15.4	47.4	1.9	60	2.9	11.3
7161 330293	Tracy		2.5		8.0	3.6	28.5	40.5	9.	œ	2.9	11.3
7161 330293 San Diego	San Diego	oßei	1.6		1.6	ស	26.6	41.1	6.1	&	2.9	11.3
6520 2071 136522 Susquehenne 2.6	Susquehanna		2.6		6.6	4.6	18.7	37.7	2.7	:	2.7	89. 89.
2071 136522 Norfolk	Norfolk		3.1		7.2	7.8	20.9	36.1	2.7	11	2.7	8.8
2071 136522 Tracy	Tracy		2.2		1.2	5.5	10.6	55.5	2.7.	=	2.7	8.6
2071 136522 San Diego	San Diago	oge	3.5		1.5	6.9	w	56.1	2.7	Ξ	2.7	ස ර
6311 Susquehanne 2.5	Susquehanna		2.5		3.7	6.7	11.2	49.2	9	6.1	ø	8.6
311 6311 Norfolk	Norfolk		1.3		3.7	7.7	12.4	48.1	9	6.1	9	8.6
311 6311 Tracy	Tracy		2.7		8.0	2.5	33,3	34.1	9	6.1	9	89
311 6311	San Diego	000	1.1		1.2	5.8	31.2	34	60	6.1	ဖ	න ග
seso 2180 74713 Susquehanne 2.2	Susagehanne		2.2		5.2	8.8	14.4	45.6	1.7	9.8	2.6	10.9
2180 74713 Norfolk	Norfolk		2.1		5.4	7.5	17.3	43.8	1.7	8.6	5.6	10.9
2180 74713 Tracy	Tracy		2.6		1.3	4	20.8	47.5	1.7	8.6	2.6	10.9
2180 74713 San Diego	San Diago		1.7		1.8	ဖ	18.5	48.1	1.7	8.6	2.6	6.01
6532 388 14717 Susquehanna 1.3	Susquehanna		1.3		6.3	8.1	17.3	40.8	1.5	10	1.8	12.9
198 14717 Norfolk	Norfolk		-		6.3	7.4	19.2	39.1	1.5	10	2 .	12.9
388 14717 Tracy	Tracy		2.6		1.5	4.5	14.7	50.4	1.5	01	4 .8	12.9
388 14717 San Diego	San Diego	000	2.2		1.9	6.6	12.1	53	7.5	0	7. 8.	12.9

	EAST	OCONO3	9. 4.	14.9	9.4.9	14.9	12.5	12.5	12.5	? L	12.5	12.3	12.3	12.3	12.3	c	•	0	0	0		:	11.1	11.1		15.2	15.2	15.2	15.2	8.3	C7 00) r	3. (
	EAST	יונבי	er So	დ. ნ.	5.9	6.3	10.3	10.3		5.0.	5.01	3.2	3.2	3.2	3.2	c	>	0	0	0	i.	ָרָ מַּ	en en	9.5 5.6	e 5.	6.7	6.7	6.7	6.7	89.	σ	o a	ָם ה	80. 80.
	WEST	OCONOS	11.5	11.5	11.5	11.5	11.5	55		c: :	5.11	5	0	01	0	c	>	0	0	0	•	10.3	10.3	10.3	10.3	11.8	11.8	11.8	11.8	6.5	e.	n u	D !	6.5
COUNT)	WEST	FLEET	5.3 5.3	5.3	5.3	5.3 3.3	ry œ	e c	9 6	χ. Σ	8.	3.2	3.2	3.2	3.2	•	>	0	0	0	,	2.5	5.1	5.1	5.1	4.3	4.3	4.3	4.3	80 80		o e	20 20	œ.
TAL MRO	> 1000	MILES	29.2	27.7	47.3	48.8	28.9	27 E	5:77	44.7	46.1	32.8	31	58.8	9	,	>	0	0	0	ļ	36.8	35.4	39.6	40.5	29.6	28	46.1	47.9	31.4	. 60	6.67 6.67	3	6,15
(% OF TO	<1000	MILES	15.3	18.5	5.2	2.9	13.9	3 41	0.0	7.5	 	22.4	25.5	4 .	2.7	•	5	0	0	0		12.3	14.4	17.5	15.6	14.7	17.8	6.2	3.6	1.61		0.77	₩. ₩.	5
PATTERNS	<250	MILES	11.5	6.4	6.4	4.7	10.2	! 6	7.0	6 ,	4.2	01	5.9	1.4	4.7	•	0	0	0	0		o o	6.3	3.6	9.4	11.4	6,3	6.5	4.3	σ σ	} •	ָרְ מ	7.8	4
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	< 100	MILES	5.6	5.8	1.2	2.7	ď	, (ą.	1.2	1.8	5.1	ம	0.9	2.1		0	0	0	0		6.4	4.9	0.7	1.3	e,	6.00	-	2.4	4	y F	മ	1 .3	~
C		MILES	8.0	3.9	2.3	3.3	·	7 (2.7	1.6	2.7	6.0	3.7	2.5	1.7		0	0	0	٥		1.1	က	2.6	7	6 O	4	2.2	3.9	0	j	a.a	e. 6.	4 4
		DEPOT	Susquehanna	Norfolk	Tracv	San Diego		Susdneuene	Norfolk	Tracy	San Diego	Suscinehaman	Norfolk	Tracy	San Diego		Susquehenne	Norfolk	Tracv	San Diego		Susquehenne	Norfolk	Track	San Diego	Sugarahama	Norfolk	Track	San Diego		Susquensina	Norfolk	Tracy	Secio co
	TOTAL	MROs	114044	114044	114044	114044	•	996/1	17966	17966	17966	0719	6170	6170	6170		0	0	0	0		43449	43449	43449	43449	22541	73541	23541	23541		13215	13215	13215	31001
	VENDOR	RECEIPTS	5077	5077	5077	5077	;	303	303	303	303	573	541	7.4	541		0	0		0		871	871	871	871	C	0 9		99	:	436	436	436	
		FSCs	6625	6625	5625	6625	•	6630	6630	6630	6630	200	2 2 4	6633	6635		6636	- 6636 -				6840	6640	6640	6640	4	0 4	0040 6645	6645	1	6650	6650	6650	

1	EAST OCONUS	7.5	7.) L	d: /	7.5	9	3 (6.6	15.9	15.9	14.5	14.5	14.5	14.5		11.7	11.7	11.7	11.7	2	11.9	11.9	11.9	11.9		24	24	24	24	ţ	7.61	15.2	15.2	15.2
	EAST FLEET	22.4	23.4		22.4	22.4	o u	9 1	0. 00.	ω. Θ.	න	17.7	17.7	17.7	17.7		œ 	8.1	1.8	-	ē	6.9	6.9	6.9	6.9		5.2	5.2	2.2	5.2		70.7	10.2	10.2	10.2
	WEST	116		9 /	1.6	11.6	i.	0.0	15.5	15.5	15.5	13.8	13.8	13.8	13.8		14.3	14.3	14.3	6 7 6	ر. 4. ئ	10.3	10.3	10.3	10.3		4.11	11.4	11.4	11.4		15.1	15.1	15.1	15.1
COUNT)	WEST	18		<u>10</u>	8	8			5.3	5.3	5.3	10.7	10.7	10.7	10.7		5.3	5.3	5.3		ų. M	4.6	4.6	9.4	4.6		4.1	4.1	4.1	4.	,	E.	8.1	8.1	E. 60
TAL MRO	> 1000 MILES	22:	· ·	12.2	30.3	32.6	!	71.1	26.6	40.8	41.5	18.5	16.7	34.2	36,8		78	26.7	45.5		47.3	31.5	25.5	53.4	56.5		27.5	26.7	43.6	4.4.4		23.4	22.4	38.5	40.2
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	< 1000 MII FS	Calle	D. (12.3	3.4		,	13.2	14.8	4.8	2.5	12.2	14.3	4.3	1.3	1	15.9	18.3	6.6	; ;	4 . 86.	15.4	25	5.7	2.2		13.6	15.2	4.3	2.7		12.9	13.9	4.7	2.3
PATTERNS	<250 MII FS	WILLES	8.7	4. 80.	6.3	0.7		12	5.3	6.5	7.8	60 60	6.7	3.7	9.1	2	11.1	6.3	9 6		3.2	13.3	7	6.3	2.8	}	ъ. 6.	5.3	5.6	2.7		10.3	5. 89.	6.1	3.1
CUSTOMER	< 100 All ES	MILES	4.	3.1	0.3	7		4 .3	5.9	3.5	3.7	2.7	. e.	9.0		2	5.1	5.3		<u>!</u>	7	ري دي	, ru	1.2	1.7	:	3.4	5.1		2.6		4.	4.6	6.0	7
	< 50	MILES	0	8.2	0.3	5.2		0.3	4.8	1.9	7	e 0		9.0	9. 6	r ,	4.0	0	; -		3.3	7 0	; ~) c) ((;	1.4	3.1	0.7	2.8		0.5	4.7	1.2	3.7
	FC	DEPOI	Susdnehanna	Norfolk	Tracy	San Diego		Susduehenne	Norfolk	Tracy	San Diego	e constant	Norfolk	Tracy	Can Diago	San Diego	Susquehanna	Modelle	Your	Lack	San Diego	40000	Nodolbuma	10 10 10 10 10 10 10 10 10 10 10 10 10 1	San Diago	Office Lines	Susquehenne	Norfolk	Tracy	San Diego	ı	Susquehenne	Norfolk	Tracy	San Diego
	TOTAL	MHOS	932	935	935	935		5078	5078	5078	5078	10400	19488	19488	9 40 4	20 20 20 20	5672	2523	7/00	7/00	5672	11640	01010	11640	0 7 9 7 9	040	79037	78037	79037	79037		110793	110793	110793	110793
	VENDOR	RECEIPIS	24	24	24	24		199	199	199	199		/ ec	507	199	/ RC	231	- 2	231	231	231	ŗ	/97	797	707	/97	2239	2239	223	2239		4526	4526	4526	4526
	(FSCs	6655	6655	6655	6655		6660	6660	9999	0999	1	2990	6000	6000	6665	6670		9 6670	0299	6670	1	9/99	66/5	66/5	66/5	0899	0000	0899	0899		6685	888	6685	6685

	EAST	OCONOS	 	11.5	- -	1.5	œ	, «	•	ω	v	7.5	7.5	7.5	7.5	,	15.4	15.4	15.4	15.4	10.5	10.5	10.5	10.5	12.2	12.2	12.2		7:7	12.2	12.2	12.2	12.2
	EAST	131	7.1	7.1	7.1	7.1	c	• •	o	0	0	3.1	3.1	3.1	3.1		ლ ლ	3.3	3.3	3.3	7.5	3.5	1.5	7. S.	5.2	5.2	5.2	Ü	7.0	е	m	м	m
	WEST	OCONUS	11.6	11.6	11.6	11.6	ā	2 (<u></u>	8	e 80	13.3	13.3	13.3	13.3		11.3	11.3	11.3	11.3	16.2	16.2	16.2	16.2	10.7	10.7	10.7	•). -	12.1	12.1	12.1	12.1
COUNT)	WEST	REET	7.3	7.3	7.3	7.3	<	o '	0	0	0	2.2	2.2	2.2	2.2		3.1	3.1	3.1	3.1	2.2	2.2	2.2	2.2	4	- 4	4		4	5.6	2.6	2.6	2.6
TAL MRO	> 1000	MILES	26.1	25.4	46.2	48.1	97	ę C	46	42	30	39.2	38.8	42.4	43.2		30.8	29.7	55.2	55.6	46.8	44.7	35.4	35.1	808	29.4	51.6		53.5	40.6	39.9	45.4	46.9
(% OF TO	< 1000	MILES	16.5	18.6	4.5	1.8	ć	77	14	24	36	8.6	10.5	18.4	18.6		17	20.)	4 .	3.3	8.7	11.5	24.3	26.5	9	23.2	5.5) i	3.7	12.3	13.5	12.3	11.1
PATTERNS	< 250	MILES	14.7	ហ	7.2	5.7	•	æ	12	4	ø	18.5	6.6	10.8	2.6		12.5	6.1	ហ	3.3	4.8	2.1	7.8	2.4		? . w) r	9 1		11.4	3.4	8.6	3.5
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	< 100	MILES	4.2	5.6	1.2	7	•	7	0	9	7	6.2	7.4	1.7	89.00		9	7.4	8 .0	1.7	5.6	5.3	0.3	3.7	q		. R	<u>:</u>	2.2	5.7	6.3	4.6	4 .0
		MILES	1.1	7.9	3.5	4.9	,	0	4	0	7	1.0	10.6	0.5	5.7		7.0	3.7	4.1	м	0.1	5.9	1.6	7	į	* •	- r	7.7		0.1	7	1.2	3.7
		DEPOT	Susquehanna	Norfolk	Tracy	San Diego		Susquehanna	Norfolk	Tracy	San Diego	Susonahanosus	Norfolk	Tracv	San Diago		Susquelianna	Norfolk	Tracv	San Diego	Susquehanna	Norfolk	Tracv	San Diego	•	Susquenenna	Notion	Lacy	San Diego	Susquehenne	Norfolk	Tracv	San Diego
	TOTAL	MROs	8433	8433	8433	8433		20	20	20	20	418	2.0	. e	9 7	2	4448	4448	4448	4448	2286	2286	2286	2286	1	35669	2000	32669	35669	2372	2372	2372	2372
	VENDOR	RECEIPTS	632	632	632	632		4	4	4	4	8	8 %	. g	8	3	124	124	124	124	251	251	251	251	,	3064	3064	3064	3064	216	216	216	216
		FSCs	6695	6695	6695	5699		6710	6710	6710	6710	00.13	07/9	6730	67.20	27.5	6730		-5		6740	6740	6740	6740		6750	6750	6750	6750	6760	6760	6760	6760

	EAST	OCONOS SE SE S	6.0	18.6	18.6	18.6	4.2	4.2	• •	4.2	4 .2	17.7	17.71	17.7	17.71	12.3	12.3	12.3) d	12.3	16.1	16.1	16.1	16.1	18.3	18.3	18.3	18.3	14.8	8.4	14.8	14.8	; : :
		_	æ vi	න වැ	89 .52	8.5	0	c	, (o ·	0	89 33	8.3	8.3	80	0.5	0.5	, c) i	0.5	=	Ξ	=	=	2.3	2.3	2.3	2.3	8.5	89.55	8.5	80 70	;
	WEST	OCONOS	30.5	30.5	30.5	30.5	4.2	4	4 ·	4.2	4 .	14.2	14.2	14.2	14.2	7.7	7.7			7.7	8.2	8.2	8.2	8.2	6	9 .6	9.6	9.G	10.6	10.6	10.6	30.6))
COUNT)	WEST	FLEET	8 .9	8.9	6.8	8.9	0		>	0	0	7.8	7.8	7.8	7.8	2.5		. п	o	z. z.	17.5	17.5	17.5	17.5	8.	1.8	1.8	8.	ð. 4.	6.4	6.4	4	r •
TAL MRO	> 1000	MILES	10.2	10.2	30.5	35.6	1.18		-:	23.2	22.1	23.7	22.6	40.1	41.4	46.7	44.6	o d	ē	64.1	24.1	23.4	28.9	33.4	30.9	29.1	55	55.9	26.9	25.6	46.6	48 4	r 9
(% OF TO	<1000	MILES	3.4	8.5	5.1	0	4,	4 c	9.G	15.8	24.2	13.3	15.3	5.1	ო	12.2	9 6	23.0	6.7	3.1	10.1	4.8	6.5	1.6	18.6	21.4	7	4.9	15.3	18.3	, rc		7:7
PATTERNS	<250	MILES	8.5	1.7	0	0	4 2	ų . F 6	2.7	14.7	40	6.6	5.7	6.4	3.5	14 4		- († 1	7.7	4.6	10.3	7.8	6.6	2.6	4	7.8	3.1	£.4	11.5	80	ហ	, ;	÷
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	<100	MILES	13.6	13.6	0	0			2.1	0	7	4.5	8.4	9.0	1.6	4	· ·	2,6	2.6	1.5	2.4	6.3	1.1	1.2	7.7	00	1.2	1,6	5.2	œ	, <u>-</u>		<u>.</u>
J		MILES	0	1.7	0	0	c	>	<u>-</u> :	37.9	4.2	5.0	4.6	. ro	2.3	c	> ;	3.1	0.5	9.4	0.3	1.7	8.0	83.3	7	; «	9	= =	90	} •	, ,	† (2.6
		DEPOT	Susquehanns	Norfolk	Tracv	San Diego		Susdienenna	Norfolk	Tracy	San Diego	Suschabana	Norfolk	Tracy	San Diego		Susquenanna	Norfolk	Tracy	San Diego	Susquehanna	Norfolk	Tracv	San Diego	9	Notelle	Track	San Diego	Suscinguis	Norfolk	Tooli	racy	San Diego
	TOTAL	MROs	59	23	29	29	Ĺ	n P	92	95	95	65404	65404	65404	65404	! •	C (195	195	195	11773	11773	11773	11773	97010	11,70	21279	21279	94323	04040	04040	34323	94323
	VENDOR	RECEIPTS	-	-		. 🚗	•	m	ത	o	თ	2003	2003	2003	2003	•		*	-	-	178	178	178	178	ţ	45/	45/	457	0840	2640	2640	2640	2640
		FSCs	6770	6770	6770	6770	į	6780	6780	6780	6780	0103	2.0	0188	6810			6820	0289	6820	0683	0000	0000	6830		6840	0840	6840	9	0.60	6850	6850	6850

	EAST	FLEET	3.9	3.9	3.9	2.7 3.9 13.7	11.2	11.2	11.2	11.2	11.1	11.1	11.1	1.1		0	0	
COUNT	WEST WI	FLEET OCC	2.6	2.6	2.6	2.6 12.7	8.6	8.6	8.6	8.6	12.7	12.7	12.7	12.7	4.5			
OTAL MRO C	> 1000	MILES	32.2	31.4	52.4	3.1 3.5 5.2 52.6 2.6	27.5	26.3	53.4	53.6	29.3	28.1	42.3	42.3	34.1	34.1	36.4	
S (% OF T(< 1000	MILES	15.4	17	5.5	5.2	22.2	24.6	4	2.8	4- 0.	17.5	3.1	2.6	9.1	13.6	2.3	
A PATTERN	< 250	MILES	12.3	9.1	6.6	3.5	7.3	6.2	5.3	2.6	13.2	2.9	7.9	9.1	9.1	0	4.5	
CUSTOME	< 100	MILES	6.7	9.4	0.8	3.1	6.1	5.8	1.3	7	90) so	0.2	2.4	2.3	2.3	2.3	ļ
	< 50	MILES	0.3						0.1		,			م ا	c			
		DEPOT	Susonehenne	Norfolk	Track	San Diego	Susquehenna	Norfolk	Tracy	San Diego	Ciedahama	Norfolk	Track	San Diego	Suspense	Norfolk	Track	A) 3 · ·
	TOTAL	MROs	1444	1444	1444	1444	2030	2030	2030	2030	416	7	4 4	416	44	44	. 4	r
	VENDOR	RECEIPTS	41	. 4	. 4	. 4	102	10.	102	102	ç	R 7	67 67	53 28	r	4 6	4 6	4
		F.S.C.	6910	01.09	0.09	6910	000	6930	0250	6920	6	9830	0560	6930	0700	0340	6940	2100

ST EAST EAST	ברכונים	13.2	13.2	13.2	4 13.2 19.6	•	9.7	3.7	3.7	4 3.7 9.1	5 14.1 5.2	5 14.1 5.2	5 14.1 5.2	5 14.1 5.2		7	6 7 19.6	9.61 7 19.6	.6 7 19.6		2 (غ. پ	6 4.3 25	.7 3.5 24.9	7 3.5 24.9	.7 3.5 24.9	7 3.5 24.9			•	6 1.1 16.3
WEST	ł	4.4	14.4	4.4	14.4	,	10.4	10.4	10.4	10.4	5.6	5.6	5.6	5.6		14.6	14.6	14.6	14.6	r	9. /	9.7	9./	7.6	13.7	13.7	13.7	13.7		6.6	9.9	
COUNT WEST	TE	13.1	13.1	13.1	13.1	,	1.3	1.3	1.3	1.3	18.7	18.7	18.7	18.7	<u> </u>	6.8	6.8	6.8	8.8	•	=	- ;	-:-	-	3.7	3.7	3.7	3.7		0	0	
OTAL MR(> 1000	MILES	18.5	16.6	29.2	32.1		31.6	31.6	59.4	64.7	27.2	26.2	43	44.3	?	24.6	21.5	38.9	40.9	;	29.3	28.3	48.9	48.9	22.1	20.7	43.4	43.3		33.2	32.7	
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <100 <250 <1000 >1000 WEST	MILES	8.3	10.1	3.9	9.0		33.2	35	60	1.9	99	15	4.	3 6	7.0	10.3	14.3	4.4	7		21.7	23.9	8.7	7.6	18.3	20.8	3.5	2.6		7.7	10.3	
RATTERN < 250	MILES	9.1	4.7	5.6	4.1		7	1.6	7	2.4	oc or) (*	6	u	o.	11.3	5.4	5.4	4.4		4.3	2.2		4.0	8.2	ю	5.2	3.5		6.9	3.7	
CUSTOMER < 100	MILES	3.6	4.7	4.0	2.1		3.7	5.6	1.1	0	a (t	9 4	? e		. .	5.4	5.2	4.	1.5		6.5	5.4	3.3	0	ις Vi	, L		6.0		27.5	26.6	
< 50	MILES	0.2	3.7	9.5	3.5		0	1.6	0	6.4	c	· ;	7. 0	n e	e. E.	0.3	S.	9 60	3.2		0	2.2	o	0		. 4	} -	. 6°	!	9.0	2.6	
	DEPOT	Susquehanne	Norfolk	Tracv	San Diego		Susquehenna	Norfolk	Tracy	San Diago	,	Bunanaupanc	Nortolk	(racy	San Diego	Susquehanna	Norfolk	Track	Sen Diego		Susquehanna	Norfolk	Tracy	San Diego	4	Morfolk	Treck	San Diago		Susquehanna	Norfolk	
TOTAL	MROs	2465	2465	2465	2465		374	374	374	374	L G	505	20°	305	302	8535	85.25	85.35	8535		92	92	92	92	00.40	6707	26.20	2629		349	349	
VENDOR	RECEIPTS	43	43	. 4	43		00	œ	, α	, α	;	23	23	23	23	632	100	633	632		18	18	18	18	1	n (6/-	179	2	17		
	FSCs	7010	20107	20.02	0107		7020	000	0707	7020	,	7021	7021	7021	7021	3005	1023	7075	7025		7030	7030	7030	7030		7035	7035	7035	650/	7040	0 0	

					CUSTOMER	PATTERNS	1 % OF TO	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	COUNT)	WEST	EACT	FAST
, ,	VENDOR	TOTAL	DEPOT	<50	<100 MILES	<250 MILES	< 1000 MILES	> 1000 MILES	WEST	OCONUS	FLEET	OCONUS
20.5	מברבור זט	10103	Strange Page	0.7	5.4	11.2	15.5	27.6	5.9	11.6	∞	14.7
7045	767	00101	Susquement of the suspense	, u	, r	4.	17.6	26.4	5.9	11.6	00	14.7
7045	/92	2012	Nortoix	, ;	; ;	, r	, A	45.1	ຫຼ	11.6	σ.	14.7
7045	792	18188	Tracy	4.7	<u>:</u>	· ·	r 1			411	α	14.7
7045	792	18188	San Diego	3.1	2.4	4 3.	2.5	4. 5.	n O	-	•	•
	1			ć	w ~	11.6	11.1	16.3	2.1	21.2	7.5	26.4
2050	265	3182	Susdoenens	7 .	· ·) o	12.6	14.8	2.1	21.2	7.5	26.4
7050	265	3182	Norfolk	4.	 	ñ. (; ;	21.2	7.5	26.4
7050	265	3182	Tracy	6,0	4.0	6.3	m	32.1	7.7	7:17	, ר י	78.4
7050	265	3182	Sen Diego	4.1	1.9	2.2	8.0	33.9	2.1	21.2	c.	r. 0
1	(6706	o Contraction S	^	5.2	7.2	16.8	43.1	0.1	6.5	0.3	18.8
5017	240	1042	Mortale	, 6	. r.	7.1	19.8	41.6	0.1	6.5	0.3	18.8
7105	246	7042	Norloik	9 6	. r	9	14.6	54.8	0.1	6.5	0.3	18.8
7105	246	7042	I racy	; c	, c	200	13.2	55,4	0.1	6.5	0.3	18.8
7105	246	/042	San Diego	?	e i	í						
,	ţ	1030	Succession of the succession o	9.0	6.1	7.4	16.4	43.8	0	2.6	0	23.1
9:10	υ π	9591	Norfolk	80	ν. α.	ហ	19.8	43.1	0	2.6	0	23.1
011/	ច ដូ	9291	Track	0.7	6.0	1.2	24.1	47.5	0	2.6	0	23.1
0117	<u>e</u> ;	666	i act			•	23.1	48.1	0	2.6	0	23.1
7110	35	959	San Diego	9	;	1						
	;	,000	accede:20:0	0 7	4 ri	α,	13.4	52.1	0.1	5.5	0.2	15.3
7125	; ;	2002	Moselle		4.3	4.5	16.4	51.3	0.1	5.5	0.2	15.3
7125	Ŧ:	2002	Tean	, ,	8.0	4.1	29.6	46.7	0.1	5.5	0.2	15.3
7125	4 4	2002	Sen Diego	9.0	9.0	2.4	77	48.2	0.1	5.5	0.2	15.3
		;	:		7	216	13.6	36.4	0	15.9	0	5.7
7195	ന	80	Susquenanna	- ;	; ;	2 0	20 C		o	15.9	0	5.7
7195	က	80 (80 (Nortolk	- ·	: c	. 4 5 T.	19.3	52.3	0	15.9	0	5.7
7195	ო	88	racy	£.3	› ;		0 31	55.7	c	15.9	0	5.7
7195	е	88	San Diego	3.4	<u>-</u>	۶., ₃	7. 	ì	•		,	
Ċ	183	22084	Susquehenne	1.2	6.9	8.6	14.6	31.4	3.8	10.8	7.3	15.5
75.0	767	22021	Norfolk	2.3	6.9	7.2	16.3	30	3.8	10.8	7.3	15.5
7310	783	22084	Tracy	8.	1.1	3.6	10.8	45.2	3.8	10.8	7.3	15.5
017/	793	22084	San Diego	1.6	1.6	4.6	8.4	46.5	3.8	10.8	7.3	15.5
7210	287	77077	8									

	EAST	OCONOS	25	52	22	25	5.8	5.8	5.8	5. 89	26.4	26.4	26.4	26.4		24	24	24	24	ŭ	p (c)	15.6	15.6	15.6	21.2	21.2	21.2	21.2	6.4		B. (14.9	e.
	EAST	FIEE	4.1	1.4	1.4	4.	1.8	1.8	1.8	1.8	4.3	4.3	4.3	4.3		7.9	7.9	7.9	7.9	ć	o (0	0	0	9.0	9.0	9.0	9.0	4		4.0	4.0	4.0
	WEST	OCONUS	6.9	ග ග	6.9	6.9	11.5	11.5	11.5	11.5	9.11	11.9	11.9	11.9		18.3	18.3	18.3	18.3	L	6.7	7.5	7.5	7.5	5.3	5.3	5.3	5.3	8	2 6	ы 100	3.8	83. 88
COUNT)	WEST	FLEET	1.1	-:	1:1		-	-	-	-	3.2	3.2	3.2	3.2		6.3	6.3	6.3	6.3	1	0	0	0	0	0.4	4.0	4.0	4.0	ć		0.1	0.1	0.1
TAL MRO	> 1000	MILES	35.4	34.7	48	48.7	40.1	39	63.5	64.4	24.3	23.3	44.2	45.6	!	20.3	19.8	34.7	35.8	•	35.8	34.7	99	67.2	32.5	31.5	60.1	60.3		7	39.9	58.8	58.1
3 (% OF TC	< 1000	MILES	15	17.5	11.8	10.1	21.1	24.5	5.8	ю	14.3	16.9	4.1	7	l	11.7	11.8	4	7	,	20.4	24.5	5.7	3.8	16.5	22.2	5.8	4	:	2	21.8	16.4	15.2
PATTERNS	<250	MILES	4.8	6.4	3.6	3.7	11.2	6.5	4 .	7.6	5	5.5	3.7	6	<u>}</u>	6.9	4.8	4	1.7		11.2	6	ო	3.2	12.7	8.6	3.5	5.2	•	?: -	10.1	5.6	5.2
CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	< 100	MILES	5.5	5.6	1.1	1.7	2.	7.2	1.2	က	r.	9.5	4.	5) -	4.3	1.4	0.5	1.4		7.9	8.1	1.8	1.7	9.6	8.1	1.3	2.5	•	1.01	6.9	1.4	1.9
	_	MILES	1.4	1.4	1.2	1.5		2.7	. 4 . 4	. 7	,	; c	9.0	1 1	<u>:</u>	0.3	2.8	0.3	2.5		1.6	9.0	4.0	1.1	1.3	2.2	7	0.5	,	1.3	7	1.7	0.3
		DEPOT	Susquehanna	Norfolk	Tracy	San Diego	Suscinarios	Norfolk	T. 80.7	San Diego	a de la companya de l	Norfolk	Track	Can Diego	offer District	Susquehanna	Norfolk	Tracy	San Diego		Susquehanna	Norfolk	Tracy	San Diago	Susquehenne	Norfolk	Tracy	San Diego		Susquehenne	Nortolk	Tracy	San Diego
	TOTAL	MROs	10868	10868	10868	10868	1.0		5 5	811	10000	16565	39397	0000	16060	9210	9210	9210	9210		2758	2758	2758	2758	4241	4241	4241	4241		2426	2426	2426	2426
	VENDOR	RECEIPTS	196	196	196	196	o	. a	, a	. .		1432	1432	1435	1432	650	650	650	650		9	9	9	09	96	96	26	- 26		37	37	37	37
		FSCs	7240	7240	7240	7240	6	7.500	7290	7290	•	7310	7310	0 0	/310	7320	7320	7320	7320		7330	7330	7330	7330	7340	7340	7340	7340		7350	7350	7350	7350

15 33.3 0 8.2 18.8 31.8 0 8.2 4.1 53.7 0 8.2 3.4 53.7 0 8.2 0 100 0 0 0 100 0 0 0 27.1 40.2 0 6.5 5.6 65.4 0 6.5 5.6 65.4 0 6.5 13.1 67.6 0 9.7 17.2 62.1 0 9.7 13.1 67.6 0 9.7 37.2 38.6 0 9.7 9 16.4 13.4 0 10.4 19.4 13.4 0 29.9 1.6 0.6 29.9 1.6 0.6 73.8 18.5 0 9.7 13.9 0 0.8			_	EB	S (% OF TO < 1000 Mil ES)TAL MRO (> 1000 MII ES	COUNT) WEST	WEST	EAST FLEET	EAST OCONUS
18.8 31.8 0 6.7 4.1 53.7 0 8.2 0.1 3.4 53.7 0 8.2 0.1 100 0 100 0 0 0 100 0 0 0 0 100 0 0 0	MILES	1		Σ	MILES	MILES	0	8.2	0.1	27.6
18.8 31.8 0 6.2 4.1 53.7 0 8.2 0.1 3.4 53.7 0 8.2 0.1 0 100 0 0 0 100 0 0 0 0 100 0 0 0 0 100 0 0 0 0 100 0 0 0 0 100 0 0 0 0 100 0 0 0 0 100 0 0 0 0 131 67.6 0 0 0 132 2.5 0 0 0 131 67.6 0 6.5 0 132 38.6 0 9.7 0 134 13.4 0 9.7 0 34.5 38.6 0 9.7 0 45 16.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 2.8 78.8 1.6 0.6 1.2 2.8 78.8 1.6 0.6 1.2 2.8 78.8	E)			- ·	e (2.00	•			27.6
4.1 53.7 0 6.2 0.1 0 100 0 0 0 0 100 0 0 0 100 0 0 0 0 100 0 0 0 0 100 0 0 0 0 100 0 0 0 0 93.3 2.5 0 0.8 0 93.3 2.5 0 0.8 0 27.1 40.2 0 0.8 0 28.2 41.1 0 0.8 0 5.6 65.4 0 6.5 0 6.3 71 0 6.5 0 17.2 62.1 0 6.5 0 37.2 38.6 0 9.7 0 4.5 16.4 13.4 0 50.7 4.5 16.4 13.4 0 50.7 0 29.9 13.4 0 50.7 0 29.9				ာ ်	8. s.	מ ר זי מ	•		0	27.6
3.4 53.7 0 8.2 0.1 0 100 0 0 0 100 0 0 0 0 100 0 0 0 0 100 0 0 0 0 100 0 0 0 0 93.3 2.5 0 0.8 0 93.3 2.5 0 0.8 0 27.1 40.2 0 0.8 0 26.2 41.1 0 0.8 0 5.6 65.4 0 6.5 0 6.9 71 0 6.5 0 17.2 62.1 0 9.7 0 37.2 38.6 0 9.7 0 34.5 16.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 2.8 78.8 1.6 0.6 1.2 2.8	1.2			3.5	.	23.7	•			A 7.c
0 100 0 0 0 0 100 0 0 0 100 0 0 0 0 100 0 0 0 0 100 0 0 0 0 0 100 0 0 0 0 0 0 0 94.1 0 0.8 0 3 3 93.3 2.5 0 0.8 0 3 <td>San Diego 0.6 2.6</td> <td></td> <td></td> <td>3.7</td> <td>4. 4</td> <td>53.7</td> <td>0</td> <td>8.2</td> <td>- 5</td> <td>0.73</td>	San Diego 0.6 2.6			3.7	4. 4	53.7	0	8.2	- 5	0.73
0 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O O O	0		0	0	100	0	0	0	0
100 0	0	0		0	0	100	0	0	0	0
100 0 0	0	0		0	100	0	0	0	0	0
0 94.1 0 0.8 0 3 0 94.1 0 0.8 0 3 93.3 2.5 0 0.8 0 3 93.3 2.5 0 0.8 0 3 27.1 40.2 0 6.5 0 12 26.2 41.1 0 6.5 0 12 5.6 65.4 0 6.5 0 12 5.6 65.4 0 6.5 0 12 13.1 67.6 0 6.5 0 12 17.2 62.1 0 6.5 0 12 37.2 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 4.5 16.4 13.4 0 50.7 4.5 16.4 13.4 0 50.7 0 29.9 13.4 0 50.7 0 29.9 13.4 0 50.7 1 <t< td=""><td>San Diego 0 0</td><td>0</td><td></td><td>0</td><td>001</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>	San Diego 0 0	0		0	001	0	0	0	0	0
0 94.1 0 0.8 0 3 93.3 2.5 0 0.8 0 3 93.3 2.5 0 0.8 0 3 27.1 40.2 0 6.5 0 12 26.2 41.1 0 6.5 0 12 5.6 65.4 0 6.5 0 12 13.1 67.6 0 6.5 0 12 17.2 62.1 0 9.7 0 5 37.2 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 4.5 16.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 0 29.9 13.4 0 50.7 0 29.9 13.4 0 50.7 13.4 0 6.6 0 50.7 2.8 78.8 1.6 0.6 50.7 13.4 0 0 <td>1.7</td> <td>1.7</td> <td></td> <td>0</td> <td>0</td> <td>94.1</td> <td>ø</td> <td>8.0 8</td> <td>0</td> <td>3.4</td>	1.7	1.7		0	0	94.1	ø	8.0 8	0	3.4
93.3 2.5 0 0.8 0 3 93.3 2.5 0 0.8 0 3 93.3 2.5 0 0.8 0 3 26.2 41.1 0 6.5 0 12 26.2 41.1 0 6.5 0 12 5.6 65.4 0 6.5 0 12 13.1 67.6 0 6.5 0 12 17.2 62.1 0 9.7 0 5 37.2 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 4.5 16.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 0 29.9 13.4 0 50.7 0 29.9 1.6 0.6 1.2 13.8 1.6 0.6 1.2 13.8 1.6 0.6 1.2 13.4 0 0 50.7		8.0		0.8	0	94.1	0	8.0	0	3.4
93.3 2.5 0 0.8 0 3 27.1 40.2 0 6.5 0 15 26.2 41.1 0 6.5 0 15 5.6 65.4 0 6.5 0 15 6.9 71 0 6.5 0 15 13.1 67.6 0 9.7 0 5 17.2 62.1 0 9.7 0 5 37.2 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 4.5 16.4 13.4 0 50.7 0 4.5 16.4 13.4 0 50.7 0 0 29.9 13.4 0 50.7 0 28 78.9 1.6 0.6 1.2 1 73.8 18.5 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2 1		0		0	93.3	2.5	0	8.0	0	3. 4
27.1 40.2 0 6.5 0 12 26.2 41.1 0 6.5 0 12 5.6 65.4 0 6.5 0 12 0.9 71 0 6.5 0 12 13.1 67.6 0 9.7 0 5 17.2 62.1 0 9.7 0 5 37.2 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 4.5 16.4 13.4 0 50.7 0 4.5 16.4 13.4 0 50.7 0 4.5 16.4 13.4 0 50.7 0 0 29.9 13.4 0 50.7 0 2.8 78.8 1.6 0.6 1.2 1 73.8 18.5 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2 1	San Diego 0 0	0		0	93.3	2.5	0	0.8	0	9.e
26.2 41.1 0 6.5 0 13.1 6.5 0 6.5 0 12.1 13.1 67.6 0 9.7 0 5 17.2 62.1 0 9.7 0 5 37.2 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 4.5 16.4 13.4 0 50.7 9 16.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 0 29.9 13.4 0 50.7 0 29.9 13.4 0 50.7 2.8 78.8 1.6 0.6 1.2 73.8 18.5 1.6 0.6 1.2 73.7 18.2 1.6 0.6 1.2 73.7 18.2 1.6 0.6 1.2 1.2 1.2 1.2 1.2 1.2 0 6 1.2 1.2 1.6 <td< td=""><td>•</td><td>ť</td><td></td><td></td><td>17.1</td><td>40 %</td><td>c</td><td>6,5</td><td>0</td><td>12.1</td></td<>	•	ť			17.1	40 %	c	6,5	0	12.1
5.6 65.4 0 6.5 0 13.1 13.1 67.6 0 9.7 0 5 17.2 62.1 0 9.7 0 5 37.2 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 4.5 16.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 0 29.9 13.4 0 50.7 0 29.9 13.4 0 50.7 10.4 19.4 13.4 0 50.7 29.9 13.4 0 50.7 28 78.8 1.6 0.6 1.2 73.8 18.5 1.6 0.6 1.2 73.7 18.2 1.6 0.6 1.2 12 1 0 6.6 1.2 13.4 0 0 6.6 1.2 1.2<	Susquehanna O S./			5 r	. Ye 2	41.1	0	6.5	0	12.1
13.1 67.6 0 9.7 0 5 17.2 62.1 0 9.7 0 5 17.2 62.1 0 9.7 0 5 37.2 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 4.5 16.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 0 29.9 13.4 0 50.7 0 29.9 1.6 0.6 1.2 13.8 1.6 0.6 1.2 1 73.8 18.5 1.6 0.6 1.2 73.7 18.2 1.6 0.6 1.2 73.7 18.2 1.6 0.6 1.2 73.7 18.2 1.6 0.6 1.2 73.7 18.2 1.6 0.6 1.2 73.7 18.5 1.6 0.6 1.2 73.7 18.5 1.6 0.6 1.2 73.7 18.5 1.6 0.6 1.2 73.7 1.6	2.5 8.7				9	65,4	0	6.5	0	12.1
13.1 67.6 0 9.7 0 5 17.2 62.1 0 9.7 0 5 37.2 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 4.5 16.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 0 29.9 13.4 0 50.7 3.3 78.9 1.6 0.6 1.2 1 73.8 18.5 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2	7.0			. 1		7.	c	5.5	ဂ	12.1
13.1 67.6 0 9.7 0 5 17.2 62.1 0 9.7 0 5 37.2 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 4.5 16.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 0 29.9 13.4 0 50.7 2.8 78.9 1.6 0.6 1.2 1 73.8 18.5 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2 1	San Diego 0.9 1.9			ი.		=	•	}		
17.2 62.1 0 9.7 0 5 37.2 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 4.5 16.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 0 29.9 13.4 0 50.7 3.3 78.9 1.6 0.6 1.2 1 73.8 18.5 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2 1	Successions 0 2.8	2.8		1.4	13.1	67.6	0	9.7	0	5.5
37.2 38.6 0 9.7 0 5 34.5 38.6 0 9.7 0 5 4.5 16.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 0 29.9 13.4 0 50.7 0 29.9 13.4 0 50.7 3.3 78.9 1.6 0.6 1.2 1 73.8 18.5 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2 1		2.1		3.4	17.2	62.1	0	9.7	0	5.5
34.5 38.6 0 9.7 0 50.7 4.5 16.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 0 29.9 13.4 0 50.7 3.3 78.9 1.6 0.6 1.2 73.8 18.5 1.6 0.6 1.2 73.7 18.2 1.6 0.6 1.2 73.7 18.2 1.6 0.6 1.2				0.7	37.2	38.6	0	9.7	0	5.5
9 16.4 13.4 0 50.7 4.5 16.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 0 29.9 13.4 0 50.7 3.3 78.9 1.6 0.6 1.2 1 73.8 18.5 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2				11	34.5	38.6	0	9.7	0	5.5
4.5 16.4 13.4 0 50.7 10.4 19.4 13.4 0 50.7 0 29.9 13.4 0 50.7 3.3 78.9 1.6 0.6 1.2 1 2.8 78.8 1.6 0.6 1.2 1 73.8 18.5 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2 1	C C			10.4	Ø	16.4	13.4	0	50.7	0
10.4 19.4 13.4 0 50.7 0 29.9 13.4 0 50.7 3.3 78.9 1.6 0.6 1.2 1 73.8 18.5 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2				7.5	4.5	16.4	13.4	0	50.7	0
3.3 78.9 1.6 0.6 1.2 1 2.8 78.8 1.6 0.6 1.2 1 73.8 18.5 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2 1				· vo	10.4	19.4	13.4	0	50.7	0
3.3 78.9 1.6 0.6 1.2 1 2.8 78.8 1.6 0.6 1.2 1 73.8 18.5 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2) (• •	•	900	13.4	0	50.7	0
3.3 78.9 1.6 0.6 1.2 1 2.8 78.8 1.6 0.6 1.2 1 73.8 18.5 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2	San Diego 6 0	o		>	>	6.63	į	•		
2.8 78.8 1.6 0.6 1.2 1 73.8 18.5 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2 1	Suscembanda 12 0.1			0.4	3.3	78.9	1.6	0.6	1.2	1.8
73.8 18.5 1.6 0.6 1.2 1 73.7 18.2 1.6 0.6 1.2 1	! o			13	2.8	78.8	1.6	9.0	1.2	1.8
73.7 18.2 1.6 0.6 1.2 1				0	73.8	18.5	1.6	9.0	1.2	8.
	San Diego 0 0			2.8	73.7	18.2	1.6	9.0	1.2	æ. 8.

DEPOT MILES MILES <th< th=""><th>(</th><th></th><th></th><th>,</th><th>CUSTOMER</th><th>A PATTERNS</th><th>S (% OF TO</th><th>CUSTOMER PATTERNS (% OF TOTAL MRO COUNT)</th><th>COUNT)</th><th>WEST</th><th>EAST</th><th>EAST</th></th<>	(,	CUSTOMER	A PATTERNS	S (% OF TO	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT)	COUNT)	WEST	EAST	EAST
Susquehama 6 0.4 2.3 4.8 79.5 0 2.7 0.1 Norfolk 0.8 0.9 6.9 6.9 6.9 7.9 0 2.7 0.1 San Diago 0.3 0.1 4.7 69.2 18.2 0 2.7 0.1 Surquehama 1.8 4.4 7.9 13.9 40.7 6.5 7.1 9.1 Norfolk 3.2 1.7 5.6 16.9 42.8 6.5 7.1 9.1 San Diago 0.0 0.7 1.7 98.3 0.0 0.0 0.0 Norfolk 1.9 8.7 1.6 32.5 1.9 9.8 1.1 9.1 San Diago 0.0 <	MROAL	א א	DEPOT	< 50 MILES	MILES	MILES	MILES	MILES	FLEET	OCONUS	FLEET	OCONUS
Norfolk 0.8 6.9 5.6 79 0.1 Tracy 4.7 0 1 70 17.4 0 2.7 0.1 Sun Diago 0.3 0.1 4.7 69.2 18.2 0 2.7 0.1 Susquahama 1.8 4.4 7.9 13.9 40.7 6.5 7.1 9.1 Tracy 3.2 1. 3.6 19.9 40.9 6.5 7.1 9.1 Tracy 3.2 1. 3.6 19.9 40.9 6.5 7.1 9.1 Norfolk 1.7 1.7 5.6 16.9 42.8 6.5 7.1 9.1 Norfolk 0	[] [6	.[.	Susquehenne	9	4.0	2.3	4.8	79.5		2.7	0.1	. .
Tracy 4.7 0 1 70 17.4 0 2.7 0.1 Sunguahanna 1.8 4.4 7.9 13.9 40.7 6.5 7.1 9.1 Nordolk 3.2 1. 3.6 19.9 40.7 6.5 7.1 9.1 Tracy 3.2 1. 3.6 19.9 40.2 6.5 7.1 9.1 Susquahanna 1.3 1.7 5.6 1.7 0 98.3 0 0 0 Nordolk 0 0 0 1.7 0 98.3 0 0 0 Nordolk 1.9 9.1 11.4 16.1 32.5 1.9 9.8 1 Nordolk 1.9 9.1 11.4 16.1 32.5 1.9 9.8 1 Sun Diego 0.9 0 0 0 0 0 0 0 0 0 0 Tacy 1.3 0	897	_	Norfolk	8.0	8.0	6.9	5.6	79	0	2.7	0.7	4 .1
Susquehame 1.8 4.4 7.9 13.9 40.7 6.5 7.1 9.1 Norfolk 3 4.2 6.3 15.6 39.6 6.5 7.1 9.1 Tracy 3.2 1 3.6 19.9 40.9 6.5 7.1 9.1 Sun Diego 1.7 3.6 19.9 40.9 6.5 7.1 9.1 Susquehame 0 0 1.7 98.3 0 0 0 Tacy 20 0 0 1.7 98.3 0 0 Surguehame 0 0 1.7 98.3 0 0 Surguehame 0.5 1.8 3.7 1.6.1 32.5 1.9 9.8 1 Surguehame 0.5 0	897		Tracv	4.7	0	-	70	17.4	0	2.7	0. -	4.1
Susquehanne 1.8 4.4 7.9 13.9 40.7 6.5 7.1 9.1 Norfolk 3.2 4.2 6.3 15.6 39.6 6.5 7.1 9.1 Treey 3.2 1. 3.6 19.9 40.9 6.5 7.1 9.1 Susquehanne 0 0 1.7 5.6 16.9 42.9 6.5 7.1 9.1 Norfolk 20 0 0 1.7 98.3 0 0 0 Susquehanne 1.5 0. 0 1.7 98.3 0 0 0 Susquehanne 1.5 9.1 11.4 16.1 32.4 1.9 9.8 1 San Diego 0.9 0	897	_	San Diego	6.0	0.1	4.7	69.2	18.2	0	2.7	0.1	4.1
Norfolk 3 4.2 6.3 15.6 39.6 6.5 7.1 9.1 Tracy 3.2 1 3.6 19.9 40.9 6.5 7.1 9.1 San Diego 1.7 5.6 16.9 40.9 6.5 7.1 9.1 Norfolk 0 0 1.7 0 98.3 0 0 0 Tracy 20 0 0 1.7 0 98.3 0 0 Susquehama 0 0 1.7 98.3 0 0 0 Susquehama 1.5 9.1 11.4 16.1 32.5 1.9 9.8 1 Norfolk 1.9 3.7 6.8 57.8 1.9 9.8 1 San Diego 0	2538	α	Susquehanna	8.	4.4	7.9	13.9	40.7	6.5	7.1	6.9	8.7
Tracy 3.2 1 3.6 19.9 40.9 6.5 7.1 9.1 San Diego 1.7 5.6 16.9 42.8 6.5 7.1 9.1 Susqueharne 0 0 0 1.7 0 98.3 0 0 0 Norfolk 20 0 0 1.7 98.3 0 0 0 Susqueharne 1.5 9.1 11.4 16.1 32.5 1.9 9.8 1 Norfolk 1.9 8.7 7.6 20.1 32.4 1.9 9.8 1 Susqueharne 0	2538	. «	Norfolk	ო	4.2	6.3	15.6	39.6	6.5	7.1	9.1	8.7
Susquehama 0 1.7 5.6 16.9 42.8 6.5 7.1 9.1 Susquehama 0 0 0 1.7 98.3 0 0 0 Nordolk 0 0 0 1.7 98.3 0 0 0 Treey 20 0 0 1.7 98.3 0 0 0 Susquehama 1.5 9.1 11.4 16.1 32.5 1.9 9.8 1 Nordolk 1.9 8.7 7.6 20.1 1.9 9.8 1 San Diego 0.9 0	2538		Tracy	3.2	-	3.6	19.9	40.9	6.5	7.1	9.1	8.7
Susquehanne 0 0 1,7 0 98.3 0 0 0 Norfolk 0 0 0 1,7 98.3 0 0 0 Treey 20 0 0 75 5 0 0 0 San Diego 1.5 9.1 11.4 16.1 32.5 1.9 9.8 1 Norfolk 1.9 8.7 7.6 20.1 32.4 1.9 9.8 1 Norfolk 1.9 8.7 7.6 6.8 57.8 1.9 9.8 1 Susquehanna 0	2538		San Diego	1.7	1.7	5.6	16.9	42.8	8.5	7.1	1.6	8.7
Nortick 0 0 1.7 98.3 0 0 0 Trecy 20 0 0 75 5 0 0 0 San Diego 0 0 75 5 0 0 0 Susquehanna 1.5 9.1 11.4 16.1 32.5 1.9 9.8 1 Nortolk 1.9 8.7 7.6 20.1 32.4 1.9 9.8 1 Nortolk 1.9 8.7 7.6 20.1 32.4 1.9 9.8 1 Susquehanna 0.0 0 0 0 0 0 0 0 0 0 0 Susquehanna 0 <td>9</td> <td></td> <td>Suscephanoe</td> <td>0</td> <td>٥</td> <td>1.7</td> <td>0</td> <td>98.3</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	9		Suscephanoe	0	٥	1.7	0	98.3	0	0	0	0
Trecy 20 0 75 5 0 0 0 San Diego 0 0 20 75 5 0 0 0 Suaquehanne 1.5 9.1 11.4 16.1 32.5 1.9 9.8 1 Nortolk 1.9 8.7 7.6 20.1 32.4 1.9 9.8 1 San Diego 0.9 1.8 3.7 6.8 57.8 1.9 9.8 1 San Diego 0.9 0	8 8		Norfolk	0	0	0	1.7	98.3	0	0	0	0
San Diego 0 0 75 5 0 0 Susquehanna 1.5 9.1 11.4 16.1 32.5 1.9 9.8 1 Norfolk 1.9 8.7 7.6 20.1 32.4 1.9 9.8 1 Susquehanna 0.6 1.8 3.7 6.8 57.8 1.9 9.8 1 Susquehanna 0	9		Tracy	50	0	0	75	ស	0	0	0	0
Susquehanna 1.5 9.1 11.4 16.1 32.5 1.9 9.8 1 Norfolk 1.9 8.7 7.6 20.1 32.4 1.9 9.8 1 Tracy 0.6 1.8 3.7 6.8 57.8 1.9 9.8 1 Sundigedenana 0 <td>9</td> <td></td> <td>San Diego</td> <td>0</td> <td>0</td> <td>70</td> <td>75</td> <td>ហ</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	9		San Diego	0	0	70	75	ហ	0	0	0	0
Norfolk 1:9 8.7 7.6 20.1 32.4 1:9 9.8 1 Tracy 0.6 1.8 3.7 6.8 57.8 1:9 9.8 1 San Diago 0.9 1.8 3.7 6.8 57.8 1:9 9.8 1 Susquehanna 0	1153		Buchalana	5.5	1.6	11.4	16.1	32.5	1.9	89.69	-	16.6
Tracy 0.6 1.8 3.7 6.8 57.8 1.9 9.8 1 San Diego 0.9 2 4.6 4.1 59.2 1.9 9.8 1 Susquehanna 0 <	1153	. 6	Norfolk	6.1	8.7	7.6	20.1	32.4	6.	9.8	-	16.6
San Diego 0.9 4.6 4.1 59.2 1.9 9.8 1 Susquehanna 0 0 0 0 0 0 0 0 Norfolk 0 0 0 0 0 0 0 0 0 San Diego 0<	1153	6	Tracy	9.0	1.8	3.7	6.8	57.8	1.9	8.6	- -	16.6
k 0	1153	6	San Diego	6.0	7	9.4	4. T.	59.2	9.5	හ. ග	-	16.6
k 0	c		Susquehenne	0	0	0	0	0	0	0	0	0
object o <td>, c</td> <td></td> <td>Norfolk</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	, c		Norfolk	0	0	0	0	0	0	0	0	0
lego 0	· c		Tracv	٥	0	0	0	0	0	0	0	0
ehanna 0 0 11.5 7.7 26.9 9 15.4 14.1 k 1.3 0 0 0 17.9 26.9 9 15.4 14.1 iego 5.1 1.3 3.8 3.8 32.1 9 15.4 14.1 ehanna 0 0 0 0 0 0 0 k 0 0 0 0 0 0 0 iego 0 0 0 0 0 0 0 iego 0 0 0 0 0 0 0	0		San Diego	0	0	0	0	0	0	0	0	0
1.3 0 0 17.9 26.9 9 15.4 14.1 3.8	47		equedenosiis	o	0	11.5	7.7	26.9	თ	15.4	14.1	15.4
3.8 0 6.4 7.7 28.2 9 15.4 14.1 iego 5.1 1.3 3.8 3.2 9 15.4 14.1 ehanna 0 0 0 0 0 0 0 k 0 0 0 0 0 0 0 iego 0 0 0 0 0 0 iego 0 0 0 0 0 0	7 8		Norfolk	6	0	0	17.9	26.9	თ	15.4	14.1	15.4
iego 5.1 1.3 3.8 3.8 32.1 9 15.4 14.1 ehanna 0 0 0 0 0 0 0 k 0 0 0 0 0 0 0 iego 0 0 0 0 0 0	78		Tracy	8.6	0	4.9	7.7	28.2	Ø	15.4	14.1	15.4
henna 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	78		San Diago	5.1	1.3	3.8	3.8	32.1	o	15.4	14.1	15.4
	c		Susanahanna	o	0	0	0	٥	0	0	0	0
) C		Norfolk	0	0	0	0	0	0	0	0	0
	· c		Track	. 0	0	0	0	0	0	0	0	0
	0		San Diego	0	0	0	0	0	0	0	0	0

FSCs RECEIPTS MROS DEPOT MILES MILES <t< th=""><th></th><th></th><th></th><th></th><th>いるのでの</th><th>111111</th><th>: 5 8 - 6</th><th>1</th><th></th><th></th><th>1</th><th></th></t<>					いるのでの	111111	: 5 8 - 6	1			1	
MROs DEPOT MILES MILES MILES MILES MILES MILES MILES PLEI OLONDOS PLEI 26057 Susquehanna 2 6.3 11.6 18.1 30.5 3.3 13.8 2.8 26057 Norfolk 3.2 5.3 8.4 21.7 59.7 3.3 13.8 2.8 26057 Tracy 1.4 1.5 4.8 6.2 59.7 3.3 13.8 2.8 26057 San Diego 2.4 1.7 3.8 4.1 56.5 3.3 13.8 2.8 4.3 Norfolk 0 0 0 81.4 16.3 0 2.3 0 4.3 Tracy 0 0 0 81.4 16.3 0 2.3 0 2.3 0 5.98 Norfolk 0.2 0.2 0.2 0.2 0.2 0.3 0 0.3 0 0.3 0 0 <	VENDOR	TOTAL		< 20	< 100	<250	< 1000	> 1000		WEST	EAST	EASI
26057 Susquehanne 2 6.3 11.6 18.1 30.5 3.3 13.8 26057 Norfolk 3.2 5.3 8.4 21.7 29.7 3.3 13.8 26057 Tracy 1.4 1.5 4.8 6.2 54.7 3.3 13.8 43 Susquehanne 16.3 0 0 0 81.4 0 2.3 43 Norfolk 0 0 16.3 0 81.4 0 2.3 43 San Diego 0 0 0 81.4 16.3 0 2.3 43 San Diego 0 0 0 91.4 16.3 0 2.3 598 Norfolk 0.2 0.2 0.2 0.2 0.3 0 0.3 598 Trecy 1.2 0 0 95.2 3.3 0 0.3 598 San Diego 0 0 0 95.2 3.	RECEIPTS	MROs		MILES	MILES	MILES	MILES	MILES		OCONOS		000000
26057 Norfolk 3.2 5.3 8.4 21.7 29.7 3.3 13.8 26057 Tracy 1.4 1.5 4.8 6.2 54.7 3.3 13.8 26057 San Diego 2.4 1.7 3.8 4.1 56.5 3.3 13.8 43 Susquehanna 16.3 0 0 0 81.4 0 2.3 43 Norfolk 0 0 16.3 0 81.4 0 2.3 43 Tracy 0 0 0 81.4 16.3 0 2.3 598 Norfolk 0.2 0.2 0.2 0.2 0.2 0.3 598 Tracy 1.2 0.2 0.2 0.2 0.3 0.3 598 San Diego 0 0 0 95.2 3.3 0 0.3 223 Norfolk 0 0 0 0 0 0 0	1153	26057	Susquehanna	2	6.3	11.6	18.1	30.5		13.8	8.7	\
26057 Tracy 1.4 1.5 4.8 6.2 54.7 3.3 13.8 26057 San Diego 2.4 1.7 3.8 4.1 56.5 3.3 13.8 43 Susquehanna 16.3 0 0 0 81.4 0 2.3 43 Norfolk 0 0 16.3 0 81.4 0 2.3 43 Tracy 0 0 0 81.4 16.3 0 2.3 43 Tracy 0 0 0 81.4 16.3 0 2.3 598 Susquehanna 2.2 0.2 0.2 0.2 0 97.2 0 0.3 598 Tracy 1.2 0 0 95.2 3.3 0 0.3 598 Tracy 1.2 0 0 1.2 0 0 0 223 Susquehanna 12.6 4 9 1.3 4	1153	26057	Norfolk	3.2	5.3	4.8	21.7	29.7		13.8	2.8	11.7
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43 Susquehanna 16.3 0 0 81.4 0 2.3 43 Norfolk 0 0 16.3 0 81.4 0 2.3 43 Tracy 0 0 0 81.4 16.3 0 2.3 43 Tracy 0 0 0 81.4 16.3 0 2.3 598 Susquehanna 2.2 0.2 0.2 0.2 0 97.2 0 0.3 598 Trecy 1.2 0 0 97.2 0 0.3 598 Trecy 1.2 0 0 97.2 0 0.3 598 Trecy 1.2 0 0 95.2 3.3 0 0.3 598 San Diego 0 0 1.2 95.2 3.3 0 0.3 223 Norfolk 0 6.3 17 16.6 44.8 0 7.2 <	561	/6007	lack.	<u>,</u>				T T		13.8	2.8	11.7
43 Susquehenna 16.3 0 0 81.4 0 2.3 43 Norfolk 0 16.3 0 81.4 0 2.3 43 Tracy 0 0 0 81.4 16.3 0 2.3 598 Susquehanna 2.2 0.2 2.2 0 97.2 0 0.3 598 Tracy 1.2 0 0 95.2 3.3 0 0.3 223 Suequehanna 12.6 4 9 13 46.2 0 0.3 223 Norfolk 0 6.3 17 16.6 44.8 0 7.2 223 Tracy 3.1 5.4 0.4 26 49.8 0 7.2 223 San Diego 0 0.4 8.5 26.9 48.9 0 7.2 223 San Diego 0 0.4 26.9 48.9 0 7.2	1153	26057	San Diego	2.4	<u>``</u>	8. 8	- •	200) !	}	
43 Norfolk 0 16.3 0 81.4 0 2.3 43 Tracy 0 0 0 81.4 16.3 0 2.3 43 San Diego 0 0 0 97.2 0 2.3 598 Susquehanna 1.2 0 0 95.2 3.3 0 0.3 598 Tracy 1.2 0 0 95.2 3.3 0 0.3 598 Tracy 1.2 0 0 1.2 0 0.3 598 Tracy 1.2 0 0 1.2 0 0.3 223 Suequehanna 12.6 4 9 13 46.2 0 0.3 223 Norfolk 0 6.3 17 16.6 44.8 0 7.2 223 Tracy 3.1 5.4 0.4 26 49.8 0 7.2 223 San Diego		43	Susquehanna	16.3	0	0	0	81.4	0	2.3	0	0
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43 Tracy 0 0 0 0 81.4 16.3 0 2.2 43 San Diego 0 0 0 97.2 0 2.3 598 Susquehanna 2.2 0.2 2.2 0 97.2 0 0.3 598 Tracy 1.2 0 0 95.2 3.3 0 0.3 598 Tracy 1.2 0 0 1.2 95.2 3.3 0 0.3 223 San Diego 0 6.3 17 16.6 44.8 0 7.2 223 Tracy 3.1 5.4 0.4 26 49.8 0 7.2 223 San Diego 0 0.4 8.5 26.9 48.9 0 7.2	5	4	Nortolk	>	> (<u> </u>	, ,			2.3	c	0
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Susquehanna 2.2 0.2 0.2 0 97.2 0 0.3 Norfolk 0.2 0.2 2.2 0 97.2 0 0.3 Tracy 1.2 0 0 95.2 3.3 0 0.3 Susquehanna 12.6 4 9 13 46.2 0 7.2 Norfolk 0 6.3 17 16.6 44.8 0 7.2 Tracy 3.1 5.4 0.4 26 49.8 0 7.2 San Diego 0 0.4 8.5 26.9 48.9 0 7.2	13	43	San Diego	0	0	0	81.4	16.3	0	2.3	9	5
Susquehanna 2.2 0.2 0.2 0 97.2 0 0.3 Norfolk 0.2 0.2 2.2 0 97.2 0 0.3 Tracy 1.2 0 0 95.2 3.3 0 0.3 San Diego 0 0 1.2 95.2 3.3 0 0.3 Norfolk 0 6.3 17 16.6 44.8 0 7.2 Tracy 3.1 5.4 0.4 26 49.8 0 7.2 San Diego 0 0.4 8.5 26.9 48.9 0 7.2												,
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Tracy 1.2 0 0 95.2 3.3 0 0.3 San Diego 0 0 1.2 95.2 3.3 0 0.3 Susquehanna 12.6 4 9 13 46.2 0 7.2 Norfolk 0 6.3 17 16.6 44.8 0 7.2 Tracy 3.1 5.4 0.4 26 49.8 0 7.2 San Diego 0 0.4 8.5 26.9 48.9 0 7.2		8 6 6	Norfolk	0.2	0.2	2.2	0	97.2	0	0.3	0	0
San Diego 0 1.2 95.2 3.3 0 0.3 Susquehanna 12.6 4 9 13 46.2 0 7.2 Norfolk 0 6.3 17 16.6 44.8 0 7.2 Tracy 3.1 5.4 0.4 26 49.8 0 7.2 San Diego 0 0.4 8.5 26.9 48.9 0 7.2		9 g	Tracv	1.2	0	0	95.2	3.3	0	0.3	0	0
San Diego 0 0 1.2 9.5.2 5.3 7.2 Susquehanna 12.6 4 9 13 46.2 0 7.2 Norfolk 0 6.3 17 16.6 44.8 0 7.2 Tracy 3.1 5.4 0.4 26 49.8 0 7.2 San Diego 0 0.4 8.5 26.9 48.9 0 7.2	,	3	1	! •			6 40	,	c	6	0	0
Susquehanna 12.6 4 9 13 46.2 0 Norfolk 0 6.3 17 16.6 44.8 0 Tracy 3.1 5.4 0.4 26 49.8 0 San Diego 0 0.4 8.5 26.9 48.9 0	7	298	San Diego	0	>	7:	7.00	?)	}	1	
Susquenanna 12.5 4 16.6 44.8 0 Norfolk 0 6.3 17 16.6 44.8 0 Tracy 3.1 5.4 0.4 26 49.8 0 San Diego 0 0.4 8.5 26.9 48.9 0	•			9	4	σ	13	46.2	0	7.2	0	8.1
Norfolk 0 6.3 1/ 10.0 44.9 0 Tracy 3.1 5.4 0.4 26 49.8 0 San Diego 0 0.4 8.5 26.9 48.9 0	4	577	Susquenama	7.7	٠ ;	. [9	0 77	c	7.2	c	60
Tracy 3.1 5.4 0.4 26 49.8 0 San Diego 0 0.4 8.5 26.9 48.9 0	4	223	Norfolk	0	6.3	2	0.0	o. †	>	! !	,	
San Diego 0 0.4 8.5 26.9 48.9 0	4	223	Tracv	3.1	5.4	4.0	56	49.8	0	7.2	0	- 8
San Diego O C:+ C:-	•		i i	•		ď	969	48.9	c	7.2	0	8.1
	4	223	San Diego	0	4.	0.0	£0.3	?	•	!	1	
		RECEIPTS 1153 1153 1153 1153 1153 12 2 2 2 2 2 4 4		MROs 26057 26057 26057 26057 43 43 43 43 43 43 298 598 598 598 598 598 598 598	MROS DEPOT 26057 Susquehanna 26057 Tracy 26057 Tracy 26057 San Diago 43 Susquehanna 43 Norfolk 43 Tracy 43 Susquehanna 598 Susquehanna 598 Tracy 598 Tracy 598 Tracy 598 Tracy 598 Tracy 598 Tracy 598 San Diago	MROs DEPOT MILES 26057 Susquehanna 2 26057 Tracy 1.4 26057 Tracy 1.4 26057 San Diego 2.4 43 Susquehanna 16.3 43 Tracy 0 43 San Diego 0 598 Susquehanna 2.2 598 Norfolk 0.2 598 Tracy 1.2 598 San Diego 0 223 Norfolk 0 223 Tracy 3.1 223 Tracy 3.1 223 San Diego 0	MROs DEPOT MILES MILES 26057 Susquehanna 2 6.3 26057 Tracy 1.4 1.5 26057 Tracy 1.4 1.5 26057 San Diego 2.4 1.7 43 Susquehanna 16.3 0 43 Tracy 0 0 43 Tracy 0 0 598 Susquehanna 2.2 0.2 598 Tracy 1.2 0 598 Tracy 1.2 0 598 San Diego 0 0 223 Norfolk 0 0 223 Tracy 3.1 5.4 223 Tracy 3.1 5.4 223 San Diego 0 0.4	MROs DEPOT MILES MILES MILES 26057 Susquehanna 2 6.3 11.6 26057 Norfolk 3.2 5.3 8.4 26057 Tracy 1.4 1.5 4.8 26057 Tracy 1.4 1.5 4.8 26057 San Diego 2.4 1.7 3.8 43 Susquehanna 16.3 0 0 0 43 Tracy 0 0 0 0 0 598 Susquehanna 2.2 0.2 2.2 2.2 2.2 598 Norfolk 0.2 0.2 0.2 2.2 2.2 598 Tracy 1.2 0 0 1.2 598 San Diego 0 0 1.2 223 Norfolk 0 0 0 1.2 223 Tracy 3.1 5.4 0.4 9 223 Tracy	MROS DEPOT MILES MILES MILES MILES 26057 Susquehanna 2 6.3 11.6 18.1 26057 Tracy 1.4 1.5 4.8 6.2 26057 Tracy 1.4 1.5 4.8 6.2 26057 Tracy 1.4 1.5 4.8 6.2 43 Susquehanna 16.3 0 0 0 0 43 Tracy 0 0 0 0 81.4 43 San Diego 0 0 0 81.4 598 Susquehanna 2.2 0.2 2.2 0 598 Tracy 1.2 0 0 95.2 598 San Diego 0 0 1.2 95.2 598 San Diego 0 0 1.2 95.2 223 Norfolk 0 0 1.2 95.2 223 Tracy 3.1	MROs DEPOT MILES MILES	MROs DEPOT MILES MILES	MROs DEPOT MILES 3.3 3.3 13.8 200 20

		; ;		,	CUSTOMER	R PATTERNS	S (% OF T(CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	COUNT }	WEST	FAST	FAST
FSCs	VENDOR	MROS	DEPOT	< 50 MILES	MILES	MILES	MILES	MILES	FLEET	OCONUS	FLEET	OCONUS
8020	0	6	Susquehanna	88.9	0	0	0	11.1	0	0	0	0
8020	0	ത	Nortolk	0	0	88.9	0	11.1	0	0	0	0
8020	0	Ø	Tracy	11.1	0	0	0	88.9	0	0	0	0
8020	0	Ø	San Diego	0	0	11.1	0	88.9	0	0	0	0
CECA	c	12	Susquehenna	83 93	0	0	0	58.3	8.3	0	0	0
8030	o c	12	Norfolk	0	0	33.3	0	58.3	8.3	0	0	0
8030	0	12	Tracy	0	0	0	58.3	33.3	8.3	0	0	0
8030	0	12	San Diego	0	0	0	58.3	33.3	8.3	0	0	0
9	•	q		93	c	c	c	16.7	0	0	0	0
8040	.	. 4	Mosfolk	?; c	oc	83.3	0	16.7	0	0	0	0
8040	> (o 4	Teack	7.91	· c	o	0	83.3	0	0	0	0
80.40 0.40		. .	San Diego	ò	0	16.7	0	83.3	0	0	0	0
2	•	•										
8105	105	3349	Susquehanna	2.2	4.7	7.2	11.9	31.2	ო	12.5	3.3	24.1
8105	105	3349	Norfolk	1.7	4.7	6.6	13.8	30.3	ო	12.5	3.3	24.1
8105	105	3349	Tracy	0.8	1.3	3.6	13.3	38.1	ო	12.5	3.3	24.1
8105	105	3349	San Diego	2.2	1.3	2.8	12.6	38.3	ო	12.5	3.3	24.1
0	0	90901	Steamen	-	o u	14.7	15.7	35.6	2.1	13.3	2.1	9.6
0 0	9 8	50501	Norfolk	. K.	8.9	9.7	18	35	2.1	13.3	2.1	9.6
0118	80 80	10909	Tracy	3.3	2.8	9.1	7.1	50.5	2.1	13.3	2.1	9.6
8110	884	10909	San Diego	3.4	ស	ω	2.4	54.1	2.1	13.3	2.1	9.6
0 1	<u> </u>	1922	Susonebanna	2.9	ຜ	Ξ	20	36.9	9.0	8.7	8.0	13.3
21.50 71.50	. <u>.</u>	1922	Norfolk	3.8	7.6	4.6	19.5	36.3	9.0	8.7	0.8	13.3
8115	6 6	1922	Tracy	6.1	2.3	5.1	7.3	53	9.0	8.7	8.0	13.3
8115	19	1922	San Diago	2.4	3.2	5.8	5.2	59.9	9.0	8.7	8.0	13.3
	č	0000	accest a second	1.7	7 1	4.0	14.2	27.9	6.4	9.8	6.9	18.4
8120) a	600	Norfolk	6	1.8	6.9	17	26.4	4.9	3.5	6.9	18.4
8120	, s 2	6609	Tracy	0.8	0.8	5.9	6.5	46.3	4 .9	9.5	6.9	18.4
8120	87	6609	San Diego	3.7	7	2.8	5.3	46.4	4 .	9.5	6.9	18.4

TOTAL ASO CTOOL NULES FLET OWNER CASION					CUSTOMER	PATTERN	S (% OF TO	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT)	COUNT)	i i	F.0 ₹. 1	EACT
6744 Suaguehamme 0.2 4.6 11.5 13.7 21.8 11.4 10.3 16.4 6744 Norfolk 5 4.5 5.9 15.9 20.5 11.4 10.3 16.4 6744 Norfolk 5 4.5 5.9 15.9 20.5 11.4 10.3 16.4 6744 San Diago 3 1.6 3 1.8 42.4 11.4 10.3 16.4 966 Norfolk 2.1 3.8 7.7 6.1 14.3 26.3 4.2 22.9 46 Susquehamma 3.2 5.1 6.1 14.3 26.3 4.2 22.9 46 Susquehamma 2.2 2.2 82.6 0 0 0 0 4.3 88.7 3.7 0 0 0 0 0 0 88.7 3.6 1.4 1.4 0 0 0 0 0 0 0 0 0	VENDOR		DEPOT	< 50 MILES	< 100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WES! PLEET	OCONUS	PLEET	OCONUS
6 444 Norfolk 5 4.5 5.9 15.9 20.5 11.4 10.3 18.4 6744 Tracy 0.9 1.1 5 5.1 3.7 11.4 10.3 18.4 6744 Tracy 3 1.6 3 1.8 4.2.4 11.4 10.3 18.4 986 Nordolk 2.1 3.8 7.7 6.1 14.3 26.3 4.2 22.9 966 San Diego 2.2 1.2 2.1 0.6 3.5 1.8 26.3 4.2 22.9 46 San Diego 2.2 1.2 2.1 0.7 27.7 26.3 4.2 22.9 46 San Diego 2.2 1.2 2.2 82.6 0	161	1	Susquehanna	0.2	4.6	11.5	13.7	21.8	11.4	10.3	16.4	10.1
6744 San Diago 1.1 \$ 5.1 39.7 11.4 10.3 16.4 6744 San Diago 3 1.6 3 1.8 42.4 11.4 10.3 16.4 966 Susquehama 3.2 5.1 5.5 4.8 15.4 26.3 4.2 22.9 966 Norfolk 2.1 3.8 7.7 6.1 14.3 26.3 4.2 22.9 966 Tracy 1.1 0.6 3.5 1.8 3.7 26.3 4.2 22.9 46 Susquehama 8.7 2.2 2.2 8.2 6.3 4.2 22.9 46 Susquehama 2.2 4.3 0.7 2.7 2.2 2.2 2.2 8.2 0.0	191	6744	Norfolk	មា	4 .5	5.9	15.9	20.5	11.4	10.3	16.4	10.1
956 Standbego 3 1.6 3 1.8 42.4 11.4 10.3 18.4 966 Norfolk 2.1 3.8 7.7 6.1 14.3 26.3 4.2 22.9 966 Tracy 1.1 0.6 3.5 1.8 26.3 4.2 22.9 966 Tracy 1.1 0.6 3.5 1.8 26.3 4.2 22.9 966 Tracy 1.1 0.6 3.5 1.8 26.3 4.2 22.9 46 Tracy 1.1 0.7 2.7 2.2 2.2 22.9 22.9 22.9 22.9 22.9 22.9 22.9 22.9 0.0 0	<u> </u>	6744	Tracv	6.0	1.1	S	5.1	39.7	11.4	10.3	16.4	10.1
966 Susquehamma 3.2 5.1 5.5 4.8 15.4 26.3 4.2 22.9 966 Treay 1.1 3.8 7.7 6.1 14.3 26.3 4.2 22.9 966 Sran Diego 2.2 1.2 2.1 3.5 1.8 26.3 4.2 22.9 46 Susquehanne 8.7 4.3 2.2 2.2 82.6 0 0 0 46 San Diego 0 0 6.8 17.5 38.9 2.2 7.6 1.4 4015 Susquehanne 2.6 2.3 6.6 17.5 38.9 2.2 7.6 1.4 4015 Susquehamma 2.6 2.3 6.6 17.5 38.9 2.2 7.6 1.4 4015 Noricik 4.1 4.1 6.9 18.6 37.6 2.2 7.6 1.4 4015 San Diego 0.4 1 7.3 4.5 5	161	6744	San Diego	m	9.1	m	4.8	42.4	4.11	10.3	16.4	10.1
966 Nordcell 1.1 3.8 7.7 6.1 14.3 26.3 4.2 22.9 966 San Diego 2.2 1.1 0.6 3.5 1.8 26.3 4.2 22.9 966 San Diego 2.2 1.2 2.1 0.7 27.7 26.3 4.2 22.9 46 Susquehanna 8.7 4.3 2.2 2.2 82.6 0 0 0 46 San Diego 0 0 43 2.2 2.2 82.6 0 0 0 4015 Susquehanna 2.6 2.3 6.6 17.5 38.9 2.2 7.6 1.4 4015 Norfolk 1.1 4.1 4.3 6.9 18.6 37.6 2.2 7.6 1.4 4015 Norfolk 1.1 4.1 7.3 4.5 5.5 2.2 7.6 1.4 1.4 4015 Sun Diego 1.3 5.1	•	9	Siconophanical	6	ç,	ស	4 8:	15.4	26.3	4.2	22.9	12.6
966 Timory 1.1 0.6 3.5 1.8 26.3 4.2 22.9 966 San Diego 2.2 1.2 2.1 0.7 27.7 26.3 4.2 22.9 46 Suraquehanna 8.7 4.3 2.2 2.2 2.2 82.6 0 0 0 46 Norfolk 2.2 4.3 0 0 4.3 0 0 0 0 46 San Diego 0 0 4.3 0 4.3 0 0 0 0 46 San Diego 0 0 4.3 0 4.3 0 0 0 0 4015 Susquehama 2.6 1.7 37 0 0 0 0 4015 Tracy 1.1 7.3 4.1 7.3 2.9 2.2 7.6 1.4 4015 Tracy 1.3 5.1 2.9 2.9 2.2 7.6 <td>t <</td> <td>966</td> <td>Norfolk</td> <td>2.5</td> <td>, eq</td> <td>7.7</td> <td>6.1</td> <td>14.3</td> <td>26.3</td> <td>4.2</td> <td>22.9</td> <td>12.6</td>	t <	966	Norfolk	2.5	, eq	7.7	6.1	14.3	26.3	4.2	22.9	12.6
46 Susquehanna 8.7 4.3 2.2 2.2 82.6 0 0 0 46 Norfolk 2.2 4.3 2.2 2.2 82.6 0 0 0 46 Tracy 4.3 2.2 2.2 82.6 0 0 0 46 Tracy 4.3 8.7 2.2 82.6 0 0 0 46 Tracy 4.3 8.7 2.2 82.6 0 0 0 4015 Susquehanna 2.6 2.3 6.6 17.5 38.9 2.2 7.6 1.4 4015 Anriolk 1.1 4.1 6.9 18.6 37.6 2.2 7.6 1.4 4015 San Diego 1.3 5.1 2.9 2.9 5.2 7.6 1.4 4015 Surgaquehanna 0.5 3.1 2.9 2.2 7.6 1.4 1286 Surgaquehanna 0.5	r 4	996	Track	: 1	9.0	3,5	1.8	26.9	26.3	4.2	22.9	12.6
46 Susquehanne 8.7 4.3 2.2 2.2 82.6 0 0 0 46 Norfolk 2.2 4.3 8.7 2.2 82.6 0 0 0 46 Taevy 4.3 0 0 58.7 37 0 0 0 4015 San Diego 0 4.3 6.6 17.5 38.9 2.2 7.6 1.4 4015 Susquehanne 2.6 2.3 6.6 17.5 38.9 2.2 7.6 1.4 4015 Tracy 0.4 1 7.3 4.5 5.5 2.2 7.6 1.4 4015 Tracy 0.4 1 7.3 4.5 5.5 2.2 7.6 1.4 4015 San Diego 1.3 5.1 2.9 5.2 7.6 1.4 4016 San Diego 3.3 3.2 2.1 4.7 0.6 2.7 1286 <th< td=""><td>4</td><td>996</td><td>San Diego</td><td>2.2</td><td>1.2</td><td>2.1</td><td>0.7</td><td>7.72</td><td>26.3</td><td>4.2</td><td>22.9</td><td>12.6</td></th<>	4	996	San Diego	2.2	1.2	2.1	0.7	7.72	26.3	4.2	22.9	12.6
46 Norfolk 2.2 4.3 8.7 2.2 82.6 0	c	46	Suscinghanna	8.7	4. 6.	2.2	2.2	82.6	٥	0	0	0
46 Tracy 4.3 0 0 58.7 37 0 0 0 46 San Diego 0 4.3 58.7 37 0 0 0 4015 Susquehenna 2.6 2.3 6.6 17.5 38.9 2.2 7.6 1.4 4015 Tracy 0.4 1.1 4.1 6.9 18.6 37.6 2.2 7.6 1.4 4015 Tracy 0.4 1.1 4.1 6.9 18.6 37.6 2.2 7.6 1.4 4015 Tracy 0.4 1.1 7.3 4.5 55.0 2.2 7.6 1.4 1286 Sunguehanna 0.5 3.1 2.9 2.0 6.1 4.7 0.6 2.7 1286 Tracy 0.7 0.8 6.3 1.2 81.6 4.7 0.6 2.7 1286 San Diego 0.7 0.8 6.3 1.2 81.6	, c	46	Norfolk	2.2	4.9 6.9	8.7	2.2	82.6	0	0	0	0
46 San Diego 0 4.3 58.7 37 0 0 0 4015 Susquehenna 2.6 2.8 6.6 17.5 38.9 2.2 7.6 1.4 4015 Norfolk 1.1 4.1 6.9 18.6 37.6 2.2 7.6 1.4 4015 Norfolk 0.4 1 7.3 4.5 5.5 2.2 7.6 1.4 4015 Tracy 0.4 1 7.3 4.5 5.6 7.6 1.4 4015 San Diego 1.3 5.1 2.9 5.1 2.2 7.6 1.4 1286 Susquehenna 0.5 3.1 5.0 5.1 4.7 0.6 2.7 1286 San Diego 4.4 1.8 1.2 81.6 4.7 0.6 2.7 1286 San Diego 4.4 1.8 1.6 0.9 81.2 7.6 1.4 29627 Susquehenna <td>, c</td> <td>46</td> <td>Tracv</td> <td>.4 E.</td> <td>0</td> <td>0</td> <td>58.7</td> <td>37</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	, c	46	Tracv	.4 E.	0	0	58.7	37	0	0	0	0
4015 Susquehanna 2.6 2.3 6.6 17.5 38.9 2.2 7.6 1.4 4015 Norfolk 1.1 4.1 6.9 18.6 37.6 2.2 7.6 1.4 4015 Tracy 0.4 1 7.3 4.5 55 2.2 7.6 1.4 4015 San Diago 1.3 5.1 2.9 2.9 5.2 7.6 1.4 1286 Susquehanna 0.5 3.1 50.3 20.5 16.3 4.7 0.6 2.7 1286 Tracy 0.7 0.8 6.3 1.2 81.6 4.7 0.6 2.7 1286 San Diago 4.4 1.8 1.6 0.9 81.9 4.7 0.6 2.7 29627 Norfolk 4.5 6.4 7.9 20.6 29.7 2.9 11.2 4.9 29627 Tracy 1.4 1.3 5.8 7 53.5 2.9<	0	4.	San Diego	0	0	4.3	58.7	37	0	0	0	0
4015 Oraquenium 2.2 7.6 1.4 4015 Oraquenium 1.1 4.1 6.9 186 376 2.2 7.6 1.4 4015 Trecy 0.4 1 7.3 4.5 55 2.2 7.6 1.4 4015 Trecy 0.4 1 2.9 2.9 56.1 2.2 7.6 1.4 4015 San Diego 1.3 5.1 2.9 2.9 4.7 0.6 2.7 1286 Norfolk 46 3.9 3.2 21.4 16.2 4.7 0.6 2.7 1286 Trecy 0.7 0.8 6.3 1.2 81.6 4.7 0.6 2.7 1286 San Diego 4.4 1.8 1.6 0.9 81.9 4.7 0.6 2.7 29627 Trecy 0.7 0.8 1.3 4.6 4.9 4.9 29627 Trecy 1.4 1.3	4	100	a Crackette	ر د	8	99	17.5	38.9	2.2	7.6	4.	20.4
4015 Tracy 0.4 1 7.3 4.5 55 2.2 7.6 1.4 4015 San Diego 1.3 5.1 2.9 2.9 56.1 2.2 7.6 1.4 1286 Susquehanna 0.5 3.1 50.3 20.5 16.3 4.7 0.6 2.7 1286 Norfolk 46 3.9 3.2 21.4 16.2 4.7 0.6 2.7 1286 Tracy 0.7 0.8 6.3 1.2 81.6 4.7 0.6 2.7 29627 San Diego 4.4 1.8 1.6 0.9 81.9 4.7 0.6 2.7 29627 Susquehanna 0.7 6 13.4 18 31 2.9 11.2 4.9 29627 Tracy 1.4 1.3 5.8 7 53.5 2.9 11.2 4.9 3531 Susquehanna 0.6 6.7 13.2 2.8 55.9	3 6	4015	Norfolk	-	4.	6.9	18.6	37.6	2.2	7.6	1.4	20.4
4015 San Diego 1.3 5.1 2.9 2.9 56.1 2.2 7.6 1.4 1286 Susquehanna 0.5 3.1 50.3 20.5 16.3 4.7 0.6 2.7 1286 Norfolk 46 3.9 3.2 21.4 16.2 4.7 0.6 2.7 1286 Tracy 0.7 0.8 6.3 1.2 81.6 4.7 0.6 2.7 1286 Tracy 0.7 0.8 6.3 1.2 81.6 4.7 0.6 2.7 29627 Susquehanna 0.7 6 13.4 18 31 2.9 11.2 4.9 29627 Norfolk 4.5 6.4 7.9 20.6 2.9.7 2.9 11.2 4.9 29627 Tracy 1.4 1.3 5.8 7 53.5 2.9 11.2 4.9 3531 Susquehanna 0.6 6.7 13.2 2.8 <td< td=""><td>3 2</td><td>4015</td><td>Track</td><td>0.4</td><td>-</td><td>7.3</td><td>4.5</td><td>55</td><td>2.2</td><td>7.6</td><td>1,4</td><td>20.4</td></td<>	3 2	4015	Track	0.4	-	7.3	4.5	55	2.2	7.6	1,4	20.4
1286 Susquehamma 0.5 3.1 50.3 20.5 16.3 4.7 0.6 2.7 1286 Tracy 0.7 0.8 6.3 1.2 81.6 4.7 0.6 2.7 1286 San Diego 4.4 1.8 1.6 0.9 81.9 4.7 0.6 2.7 29627 Susquehama 0.7 6 13.4 18 31 2.9 11.2 4.9 29627 Norfolk 4.5 6.4 7.9 20.6 29.7 2.9 11.2 4.9 29627 Tracy 1.4 1.3 5.8 7 53.5 2.9 11.2 4.9 29627 San Diego 2.8 2.4 5.2 2.8 55.9 2.9 11.2 4.9 3531 Susquehama 0.6 6.7 13.2 19.1 33 55.9 2.9 11.2 4.9 3531 Tracy 1.3 7.8 6.7 <	160	4015	San Diego	1.3	5.1	2.9	2.9	56.1	2.2	7.6	1.4	20.4
1286 Norfolk 46 3.9 3.2 21.4 16.2 4.7 0.6 2.7 1286 Tracy 0.7 0.8 6.3 1.2 81.6 4.7 0.6 2.7 1286 San Diego 4.4 1.8 1.6 0.9 81.9 4.7 0.6 2.7 29627 Susquehanne 0.7 6 13.4 18 31 2.9 11.2 4.9 29627 Norfolk 4.5 6.4 7.9 20.6 29.7 2.9 11.2 4.9 29627 San Diego 2.8 2.4 5.2 2.8 55.9 2.9 11.2 4.9 3531 Susquehanne 0.6 6.7 13.2 19.1 32 18 9.8 4.6 3531 Tracy 1.3 7.8 6.7 22.5 30.2 1.8 9.8 4.6 3531 San Diego 2.7 2.9 1.8 9.8 <td< td=""><td>i L</td><td></td><td></td><td>ŭ</td><td></td><td>£ 05</td><td>20.5</td><td>16.3</td><td>4.7</td><td>9.0</td><td>2.7</td><td>4.1</td></td<>	i L			ŭ		£ 05	20.5	16.3	4.7	9.0	2.7	4.1
1286 Tracy 0.7 0.8 6.3 1.2 81.6 4.7 0.6 2.7 1286 San Diego 4.4 1.8 1.6 0.9 81.9 4.7 0.6 2.7 29627 Susquehama 0.7 6 13.4 18 31 2.9 11.2 4.9 29627 Norfolk 4.5 6.4 7.9 20.6 29.7 2.9 11.2 4.9 29627 Tracy 1.4 1.3 5.8 7 53.5 2.9 11.2 4.9 29627 Tracy 1.4 1.3 5.8 7 53.5 2.9 11.2 4.9 29627 San Diego 2.8 2.4 5.2 2.8 55.9 2.9 11.2 4.9 3531 Susquehama 0.6 6.7 13.2 19.1 32 1.8 9.8 4.6 3531 Tracy 1.3 7.8 6.7 2.5 1.8 <td>25</td> <td>1286</td> <td>Norfolk</td> <td>4.5 4.5</td> <td>. თ</td> <td>3.2</td> <td>21.4</td> <td>16.2</td> <td>4.7</td> <td>9.0</td> <td>2.7</td> <td>1.4</td>	25	1286	Norfolk	4.5 4.5	. თ	3.2	21.4	16.2	4.7	9.0	2.7	1.4
29627 Susquehanna 0.7 6 13.4 18 31 2.9 11.2 4.9 29627 Susquehanna 0.7 6 13.4 18 31 2.9 11.2 4.9 29627 Norfolk 4.5 6.4 7.9 20.6 29.7 2.9 11.2 4.9 29627 Tracy 1.4 1.3 5.8 7 53.5 2.9 11.2 4.9 29627 San Diego 2.8 2.4 5.2 2.8 55.9 2.9 11.2 4.9 3531 Susquahanna 0.6 6.7 13.2 19.1 32 1.8 9.8 4.6 3531 Tracy 1.3 7.8 6.7 22.5 30.2 1.8 9.8 4.6 3531 San Diego 2.7 2.9 4.6 55.6 1.8 9.8 4.6 3531 San Diego 2.7 2.9 4.6 55.6 1.8	7 n	1286	Track	2 0	, se	6.3	1.2	81.6	4.7	9.0	2.7	1.4
29627 Susquehanna 0.7 6 13.4 18 31 2.9 11.2 4.9 29627 Norfolk 4.5 6.4 7.9 20.6 29.7 2.9 11.2 4.9 29627 Tracy 1.4 1.3 5.8 7 53.5 2.9 11.2 4.9 29627 San Diego 2.8 2.4 5.2 2.8 55.9 2.9 11.2 4.9 3531 Susquehanna 0.6 6.7 13.2 19.1 32 1.8 9.8 4.6 3531 Tracy 1.3 1.6 6.6 6.4 55.6 1.8 9.8 4.6 3531 San Diego 2.7 2.9 4.6 3.3 57.9 1.8 9.8 4.6	52	1286	San Diego	4.4	8. [1.6	6.0	81.9	4.7	9.0	2.7	4.1
29627 Norfolk 4.5 6.4 7.9 20.6 29.7 2.9 11.2 4.9 29627 Tracy 1.4 1.3 5.8 7 53.5 2.9 11.2 4.9 29627 San Diego 2.8 2.4 5.2 2.8 55.9 2.9 11.2 4.9 3531 Susquehanna 0.6 6.7 13.2 19.1 32 1.8 9.8 4.6 3531 Tracy 1.3 1.6 6.6 6.4 55.6 1.8 9.8 4.6 3531 San Diego 2.7 2.9 4.6 3.3 57.9 1.8 9.8 4.6	438	7696	Susquehenne	0.7	ဖ	13.4	18	31	2.9	11.2	4.9	11.9
296.7 Tracy 1.4 1.3 5.8 7 53.5 2.9 11.2 4.9 296.7 San Diego 2.8 2.4 5.2 2.8 55.9 2.9 11.2 4.9 3531 Susquehanna 0.6 6.7 13.2 19.1 32 1.8 9.8 4.6 3531 Norfolk 4.3 7.8 6.7 22.5 30.2 1.8 9.8 4.6 3531 Tracy 1.3 1.6 6.6 6.4 55.6 1.8 9.8 4.6 3531 San Diego 2.7 2.9 4.6 3.3 57.9 1.8 9.8 4.6	438	29627	Norfolk	4.5	6.4	7.9	20.6	29.7	2.9	11.2	4.9	11.9
29627 San Diego 2.8 2.4 5.2 2.8 55.9 2.9 11.2 4.9 3531 Susquehanna 0.6 6.7 13.2 19.1 32 1.8 9.8 4.6 3531 Tracy 1.3 1.6 6.6 6.4 55.6 1.8 9.8 4.6 3531 San Diego 2.7 2.9 4.6 3.3 57.9 1.8 9.8 4.6	438	29627	Tracy	4.1	1.3	5.8	7	53.5	2.9	11.2	4 .	11.9
3531 Susquehanna 0.6 6.7 13.2 19.1 32 1.8 9.8 4.6 3531 Norfolk 4.3 7.8 6.7 22.5 30.2 1.8 9.8 4.6 3531 Tracy 1.3 1.6 6.6 6.4 55.6 1.8 9.8 4.6 3531 San Diego 2.7 2.9 4.6 3.3 57.9 1.8 9.8 4.6	438	29627	San Diego	2.8	2.4	5.2	2.8	55.9	2.9	11.2	4 6	11.9
3531 Norfolk 4.3 7.8 6.7 22.5 30.2 1.8 9.8 4.6 3531 Tracy 1.3 1.6 6.6 6.4 55.6 1.8 9.8 4.6 3531 San Diego 2.7 2.9 4.6 3.3 57.9 1.8 9.8 4.6	ហ	3531	Susquehanna	9.0	6.7	13.2	19.1	32	1.8	8.6	4 6	12.4
3531 Tracy 1.3 1.6 6.6 6.4 55.6 1.8 9.8 4.6 3.3 57.9 1.8 9.8 4.6	y y C	3531	Norfolk	4.3	7.8	6.7	22.5	30.2	8.	8.6	4.6	12.4
3531 San Diego 2.7 2.9 4.6 3.3 57.9 1.8 9.8 4.6	o un	3531	Tracy	1.3	1.6	9.9	6.4	55.6	8 9.	9.6	4.6	12.4
	· LO	3531	San Diego	2.7	2.9	4.6	3.3	57.9	1.8	8.6	4.e	12.4

					CUSTOMER	R PATTERNS	S (% OF T(JTAL MRO (COUNT)			i
	VENDOR	TOTAL		20	< 100	< 250	< 1000	<100 <250 <1000 >1000 WEST	WEST	WEST	EAST	EAST
FSCs	RECEIPTS	MROs	DEPOT	MILES	MILES	MILES	MILES	MILES	PLEET.	OCONUS	FLEET	OCONUS
215	257	27266	Susanehanna	6.0	7.6	12	19.4	36.2	1.5	8.4	7	11.9
83.15	257	27266	Norfolk	2.6	7.4	7.9	23.8	34.5	1.5	8.4	7	11.9
23.5	257	27266	Tracv	1.9	1.6	5.5	7.7	59.6	1.5	4.8	7	11.9
8315	257	27266	San Diego	2.5	2.6	5.5	4.2	61.5	1.5	8.4	7	11.9
6	Ċ	ç	a constant	c	2.3	4.7	4.7	4.7	0	0	0	83.7
8320	o 6	? ?	Norfolk	, 4	2.3	2.3	2.3	4.7	0	0	0	83.7
9320		? \$	Track		o	0	0	14	o	0	0	83.7
8320	,	. 4 5	San Diego	0	0	2.3	0	4	0	0	0	83.7
9	r	1703	a de la seconda	-	er er	16.4	17.2	35.3	8.0	12.5	1.7	10.5
8330	- 1	1707	Norfolk	. 7	6 8	6.	20.8	33.8	8.0	12.5	1.7	10.5
3330	、	1787	Track	1.2	6.	9.8	10.4	52.4	8.0	12.5	1.7	10.5
8330	۰ ،	1707	118C4		4.2	6.2	9	58.6	8.0	12.5	1.7	10.5
8330	•	1/87	san Diego	0.0	7.	!	2		}			
8335	47	4115	Susquehanna	1.9	4.6	13.4	19.5	34.9	0.1	8.2	0	12.6
8335	47	4115	Norfolk	2.9	9.5	9.1	24.8	32.7	0.1	8.2	0	12.6
8335	47	4115	Tracv	1.9	1.5	1.7	7.4	9.99	0.1	8.2	0	12.6
8335	47	4115	San Diego	8.0	8.0	Ŋ	4.1	68.4	0.1	8.2	0	12.6
												!
8340	1083	35759	Susquehanna	4.	5.8	10.7	18.6	34.4	0	8.4	0.1	20.5
8340	1083	35759	Norfolk		6.9	6.7	23.1	33.2	0	8.4	0.1	20.5
8340	1083	35759	Tracy	1.6	1.5	3.2	5.6	59	0	8.4	0.1	20.5
8340	1083	35759	San Diego	1.4	1.5	4.3	4	59.7	0	æ.	0.1	20.5
8345	400	41729	Susquehanna	4.0	7.5	11.5	13.1	23.3	8.4	14.4	14.4	10.5
8345	394	41729	Norfolk	5.1	5.6	1.7	16.6	21.3	4.8	14.0	14.4	10.5
8345	394	41729	Tracy	9.0	1.1	ro	3.8	45.3	4.8	14.4	14.4	10.5
8345	394	41729	San Diego	2.9	1.9	2.4	1.6	47	4.8	14.4	14.4	10.5
		00000	de de secondo	9	α:	12.8	23.5	34.2	1.3	8.6	1.2	9.1
8405	044/-	20000	No.folk	. 4	0. 00	- -	96.9	32.6	1,3	8.6	1.2	9.1
8405	17440	338083	Track	2.1	5. 6.	6.7	5.6	64.2	1.3	8.6	1.2	9.1
8405	0##/-	200000	11804			. 0	7.6	9 25		9	1.2	9.1
8405	17440	338083	San Diego	3.5	8.7	Ď.	, ;)	<u>:</u>	;	!	· •

						CUSTOMER	R PATTERNS	S (% OF T(CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	COUNT)] 6
	0	VENDOR	TOTAL	DEPOT	< 50	< 100 MILES	< 250 MILES	< 1000 MILES	> 1000 MILES	WEST FLEET	WEST	EAST FLEET	EAST OCONUS
-	2002	10001	130480	Susquibanna	0.5	10.5	12.6	28	36.6	٥	5.5	0	6.3
•	0 1 1 0	10001	130480	Norfolk	2.6	10.6	6. 6	31.2	34	0	5.5	0	6.3
	0410	10002	130480	Tracv	2.4	7.	5.2	5.6	73.8	0	5.5	0	6.3
	8410	10001	130480	San Diego	2.6	2.1	5.6	2.7	75.3	0	5.5	0	6.3
	!		, ,		,	9 7	11.4	18.4	32.7	9.	8.7	2.6	16.2
_	8415	20123	5/0645	Susquenanna) i	o •	! c	23.6	31.4		8.7	5.6	16.2
-	8415	20123	570645	Nortoik	7.5 7.0	- ;	. Α . π	7.77 B &	57.1	9	7.88	2.6	16.2
	8415	20123	570645	racy San Diego	7.7	2.3	5. 5.	9 6	58.1	9.	8.7	2.6	16.2
~	8415	20123	0/00/2		<u>?</u>)	}						
	8420	1191	49838	Susquehanna	0.5	8.2	6.0	20.2	33.1	0.1	œ	0.7	19.8
	8420	1191	49838	Norfolk	2.5	6.4	7.7	23.7	31.1	0.1	80	0.7	19.8
	0420	1191	49838	Tracv	5.6	1.5	4.2	5.4	57.6	0.1	80	0.7	19.8
	8420	1191	49838	San Diego	1.5	2.2	6.4	3.4	57.9	0.1	œ	0.7	19.8
											ļ		4
	8430	16305	371436	Susquehenne	9.0	7.8	11.8	20.3	32.1	2.2	7.9	3.5	3.9
	8430	16305	371436	Norfolk	2.7	7.2	8.2	23.9	30.4	2.2	7.9	3.5	13.9
-6	8430	16305	371436	Tracv	2.1	1.4	6.4	5.6	58.5	2.2	7.9	3.5	13.9
	8430	16305	371436	San Diego	8	2.1	5.5	ო	59.9	2.2	7.9	3.5	13.9
	L C	, ,	000	Circonadanna	ני	11	4.4	33.1	36	0	3.1	0	2
	8453 0453	21.5	18408	Norfolk	2.7	12.7	12.3	35.5	32.3	0	3.1	0	7
	0450	5.7	18408	Tracy	~	-	3.5	4.6	83.9	0	3.1	0	7
	8435	713	18408	San Diego	6.0	2	5.1	2.3	84.6	0	3.1	0	7
	0440	1527	62410	Suspense	9.0	9.1	11.9	21	36.2	0.5	7.1	9 .0	13.6
	9 4 4 0	1527	62410	Norfolk	7	7.5	6.8	25.7	34.6	0.2	7.1	4.0	13.6
	0 4 40	1527	62410	Tracv	2.4	1.8	4.5	7	62.9	0.2	7.1	9 .0	13.6
	8440	1527	62410	San Diego	1.7	2.4	6.1	4.2	64.3	0.2	۲.1	4 .	13.6
	;	<u>:</u>	000	e de la como	6	G G	12.3	24.6	38.9	0	6.3	0	· .
	2440	. I	0.00	Norfolk	9.00		4.6	27.8	37.1	0	6.3	0	1.8
	0440	 	6870	Track	2.6	1.3	4.7	6.2	70.8	0	6.3	0	8.3
	8445	115	6870	San Diego	2.1	2.2	ري ق	3.4	72	0	6.3	0	69.1

TOTAL Color Colo					(CUSTOMER	PATTERN	S (% OF TO	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT)	COUNT)	WEST	FAST	FAST
2256 16018 Surgulationne 0.7 9 13.9 227 35.4 0.3 6.2 0.6 2256 160018 Surgulationne 0.7 9 13.9 22.9 3.6 2.0 6.2 0.6 2256 160018 Triaty 1.5 9.3 8.6 2.9 3.6 2.0 0.6 0.6 2256 160018 Triaty 1.6 1.6 1.2 1.5 1.6 0.3 6.2 0.6 210 11617 Sun Diago 1.4 2 5.1 3.4 50.7 0.7 8.9 1.4 210 11617 Sun Diago 1.6 1.1 6.6 57.1 0.7 8.9 1.4 1208 39604 Sun Diago 1.6 1.6 1.6 1.6 1.6 1.6 1.8 1.6 2.5 5.1 3.7 0.7 8.9 1.4 0.7 1.8 2 1.1 8.9 1.1 <	500	VENDOR	TOTAL	DEPOT	<50 MILES	<100 MILES	< 250 MILES	< 1000 MILES	MILES	PLEET	OCONUS	FLEET	OCONUS
2285 160018 Anriek 1.5 9.3 8.6 29.8 33.6 0.3 6.2 0.6 2285 160018 Treey 1.3 1.8 3.9 5.1 70 0.3 6.2 0.6 2285 160018 San Diago 1.4 2 5.2 3.4 7.7 0.3 6.2 0.6 210 11617 Norfolk 2.4 1.3 4.1 6.6 5.1 0.7 8.9 1.4 210 11617 San Diago 1.6 2.1 6.6 5.1 6.7 8.9 1.4 210 11617 San Diago 1.6 2.1 6.6 5.1 8.9 1.4 1208 99604 Norfolk 1.2 1.6 6.7 2.2 2.9 1.1 8.9 7.6 5.2 5.2 5.2 5.2 5.2 5.2 5.2 5.2 5.2 5.2 5.7 1.1 8.9 7.4 0.8	200	2285	16001g	Susanabanna	0.7	6	13.9	23.7	35.4	0.3	6.2	9.0	10.1
2285 160018 Treov 1.9 1.8 3.9 6.1 70 0.3 6.2 0.6 2285 160018 San Diago 1.4 2 5.2 3.4 70.7 0.3 6.2 0.6 210 11617 San Diago 1.4 2 5.2 3.4 70.7 0.3 6.2 0.6 210 11617 Toward 2.9 7.3 7 2.1 3.3 0.7 8.9 1.4 210 11617 San Diago 1.6 2.1 6.6 57.1 0.7 8.9 1.4 1208 99604 Nordik 2.2 1.8 1.6 2.1 8.9 7.6 2.9 1.1 8.9 2.7 1.1 8.9 1.4 1.2 1.8 1.6 2.1 4.8 3.3 5.8 1.1 8.9 1.4 9.3 1.1 8.9 1.4 9.3 1.1 8.9 1.4 9.3 1.1 <td< td=""><td>D 1</td><td>2000</td><td>910001</td><td>Norfolk</td><td>. r</td><td>er,</td><td>9</td><td>29.8</td><td>33.6</td><td>0.3</td><td>6.2</td><td>9.0</td><td>10.1</td></td<>	D 1	2000	910001	Norfolk	. r	er,	9	29.8	33.6	0.3	6.2	9.0	10.1
226 16011 Sample 1.4 2 5.2 3.4 70.7 6.3 6.2 0.6 210 11617 Surquehame 0.4 6.8 12.9 16.3 35.2 0.7 8.9 1.4 210 11617 Norfolk 2.9 7.3 7 21.3 35.2 0.7 8.9 1.4 210 11617 Norfolk 2.9 7.3 7 21.3 35.2 0.7 8.9 1.4 210 11617 San Diego 1.6 2.1 4.1 6.6 57.1 0.7 8.9 1.4 1208 39604 Norfolk 1.6 1.6 4.5 5.2 57.8 1.1 8.9 2 1208 39604 Norfolk 1.2 4.8 3.3 58.6 1.1 8.9 2 1208 39604 San Diego 1.2 4.8 3.3 58.6 1.1 8.9 2 1019 <td>242 2 1 1 1</td> <td>2265</td> <td>16001</td> <td>Track</td> <td><u>.</u> -</td> <td>8</td> <td>ຸ ຄຸ ເຕັ</td> <td>5.1</td> <td>70</td> <td>0.3</td> <td>6.2</td> <td>9.0</td> <td>1.01</td>	242 2 1 1 1	2265	16001	Track	<u>.</u> -	8	ຸ ຄຸ ເຕັ	5.1	70	0.3	6.2	9.0	1.01
210 11617 Susquehama 0.4 6.8 12.9 16.3 35.2 0.7 8.9 1.4 210 11617 Tracy 2.4 1.3 4.1 6.6 57.1 0.7 8.9 1.4 210 11617 Tracy 2.4 1.3 4.1 6.6 57.1 0.7 8.9 1.4 210 11617 San Diego 1.6 2.1 5.1 3.4 59.3 0.7 8.9 1.4 1208 99604 San Diego 1.6 2.2 57.8 1.1 8.9 2 1208 99604 San Diego 1.8 1.2 4.8 3.3 58.6 1.1 8.9 2 1208 99604 San Diego 1.8 1.2 4.8 3.3 58.6 1.1 8.9 2 1019 23654 Morfolk 1.2 7.4 8.9 3.3 58.6 1.1 8.9 2 1019	8455 C 1	5877	160018	rigety See Diego	; -	?	5.2	4.6	70.7	0.3	6.2	9.0	10.1
210 11617 Suequelatione 6.4 6.8 12.9 16.3 35.2 0.7 8.9 1.4 210 11617 Morfolk 2.9 7.3 7 21.3 3.5 0.7 8.9 1.4 210 11617 San Diego 1.6 2.1 5.1 3.4 1.3 4.1 6.6 57.1 0.7 8.9 1.4 1208 99604 Sunupulanma 0.9 8.8 7.6 22.5 29.7 1.1 8.9 2. 1.4 1.8 1.8 1.1 8.9 2. 1.4 1.8 1.8 2.2 9.7 1.1 8.9 2.2 1.1 8.9 2.2 1.1 8.9 2.2 1.1 8.9 1.1 8.9 2.2 1.1 8.9 1.1 8.9 2.2 5.2 5.7 1.1 8.9 2. 2.2 1.1 8.9 1.1 8.9 1.1 8.9 1.1 8.9 1.1	8455	7.285	80091		<u>:</u>	•	;						
210 11617 Nordischarm 2.9 7.3 7 21.3 3.3 0.7 8.9 1.4 210 11617 Triecy 2.4 1.3 4.1 6.6 57.1 0.7 8.9 1.4 210 11617 Triecy 2.4 1.3 4.1 6.6 57.1 0.7 8.9 1.4 1208 99604 Surquehamm 0.9 8.9 1.18 18.1 1.1 8.9 2 1208 99604 San Diego 1.8 7.6 22.5 5.28 1.1 8.9 2 1208 99604 San Diego 1.8 7.6 5.2 5.2 5.8 1.1 8.9 2 1019 23654 Surquehamm 0.9 7.3 9.3 18.8 1.1 2.4 5.9 3.9 6.6 7.4 0.8 1019 23654 San Diego 1.7 2.9 7.1 2.2.1 3.9 5.6	0 4 6	,	11617	Stadenser	0.4	ą gi	12.9	16.3	35.2	0.7	6.8	4.	17.5
210 11617 Titacy 2.4 1.3 4.1 6.6 57.1 0.7 8.9 1.4 210 11617 San Diego 1.6 2.1 5.1 3.4 59.3 0.7 8.9 1.4 210 11617 San Diego 1.6 2.1 5.1 5.2 5.2 7.9 1.1 8.9 2 1208 99604 Norfolk 1.6 4.5 5.2 5.2 5.2 7.8 1.1 8.9 2 1028 99604 Tracy 1.6 4.5 5.2 5.2 7.8 1.1 8.9 2 1019 23654 Norfolk 1.2 4.9 3.9 5.8 7.4 0.8 1019 23654 San Diego 1.7 2.9 4.1 2.4 5.6 7.4 0.8 1019 23654 San Diego 1.7 2.9 4.1 2.4 5.6 7.4 0.8 0	9440	2.5	11617	Norfolk	6.0	7.3	7	21.3	33	0.7	8.9	1.4	17.5
1208 99804 Susquehanne 0.9 8.9 11.8 18.1 31 11.1 8.9 2 2 2 2 2 2 2 2 2	0 44	210	71911	Track	4	E	4.7	9.9	57.1	0.7	6.8	4.1	17.5
1208 99604 Susquehamme 0.9 8.9 11.8 18.1 31 1.1 8.9 2 1208 99604 Norfolk 2.2 8.8 7.6 22.5 29.7 1.1 8.9 2 1208 99604 Tracy 1.6 1.6 4.5 5.2 57.8 1.1 8.9 2 1019 23654 San Diego 1.2 4.8 3.3 58.6 1.1 8.9 2 1019 23654 Norfolk 1.2 7.6 7.1 22.1 30.7 0.6 7.4 0.8 1019 23654 Norfolk 1.2 4.9 3.3 56.9 0.6 7.4 0.8 1019 23654 Tracy 1.7 2.9 4.1 2.1 3.9 5.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6	8460	210	11617	San Diego	1.6	2.1	5.1	3.4	59.3	0.7	6.8	4.1	17.5
1208 99504 Nordrek 2.2 5.4 5.2 5.7 1.1 8.9 2 1208 99504 Nordrek 1.6 1.6 4.5 5.2 57.8 1.1 8.9 2 1208 99604 Tracy 1.6 1.6 4.5 5.2 57.8 1.1 8.9 2 1208 99604 Tracy 1.6 1.6 4.6 5.2 57.8 1.1 8.9 2 1019 23654 San Diego 1.2 7.6 7.1 22.1 30.7 0.6 7.4 0.8 1019 23654 Nordisk 1.2 7.6 7.1 22.1 30.7 0.6 7.4 0.8 1019 23654 San Diego 1.7 2.9 4.1 2.4 57.6 0.6 7.4 0.8 1019 23654 San Diego 1.7 2.9 4.1 2.4 57.6 0.6 0.6 0.6 0.6<	1	•			ď	σα	1 x	1.81	6	- -	8.9	7	17.2
1208 99604 Tracy 1.6 4.5 5.2 57.8 1.1 8.9 2 1208 99604 San Diego 1.8 1.6 4.5 5.2 57.8 1.1 8.9 2 1208 99604 San Diego 1.8 2.2 4.8 3.3 58.6 1.1 8.9 2 1019 23654 Nordok 1.2 7.6 7.1 22.1 30.7 0.6 7.4 0.8 1019 23654 San Diego 1.7 2.9 4.1 2.4 57.6 0.6 7.4 0.8 1019 23654 San Diego 1.7 2.9 4.1 2.4 57.6 0.6 7.4 0.8 1019 23654 San Diego 1.7 2.9 4.1 2.4 57.6 0.6 7.4 0.8 0 Nordok 0 0 0 0 0 0 0 0 0 0 0 </td <td>8465</td> <td>1206</td> <td>99604</td> <td>Morfolt</td> <td></td> <td>, «</td> <td>7.6</td> <td>22.5</td> <td>29.7</td> <td>1.1</td> <td>8. 8.</td> <td>7</td> <td>17.2</td>	8465	1206	99604	Morfolt		, «	7.6	22.5	29.7	1.1	8. 8.	7	17.2
1208 99604 San Diego 1.8 2.2 4.8 3.3 58.6 1.1 8.9 2 1019 23654 Suaquehanne 0.9 7.9 9.3 18.8 31.7 0.6 7.4 0.8 1019 23654 Suaquehanne 0.9 7.9 4.1 2.4 57.6 0.6 7.4 0.8 1019 23654 Tracy 1.2 7.1 2.1 3.9 56.9 0.6 7.4 0.8 1019 23654 Tracy 1.2 4.1 2.4 57.6 0.6 7.4 0.8 1019 23654 Tracy 1.7 2.9 4.1 2.4 57.6 0.6 7.4 0.8 0 O O O O O 0 <td< td=""><td>0040</td><td>1308</td><td>99004</td><td>Treck</td><td></td><td>9.1</td><td>. 4. D.</td><td>5.2</td><td>57.8</td><td>1.1</td><td>8.9</td><td>7</td><td>17.2</td></td<>	0040	1308	99004	Treck		9.1	. 4. D.	5.2	57.8	1.1	8.9	7	17.2
1019 23654 Susquehanne 0.9 7.9 9.3 18.8 31.7 0.6 7.4 0.8 1019 23654 Norfolk 1.2 7.6 7.1 22.1 30.7 0.6 7.4 0.8 1019 23654 Tracy 1.8 1.2 4.9 3.9 56.9 0.6 7.4 0.8 1019 23654 Tracy 1.8 1.2 4.9 3.9 56.9 0.6 7.4 0.8 1019 23654 Tracy 1.7 2.9 4.1 2.4 57.6 0.6 7.4 0.8 0	8403	1208	99604	San Diego	8	2.2	8.4	3.3	58.6	1.1	8.9	7	17.2
1019 23654 Susquehanne 6.9 7.9 9.3 18.8 31.7 6.6 7.4 0.8 1019 23654 Norfolk 1.2 7.6 7.1 22.1 30.7 0.6 7.4 0.8 1019 23654 Norfolk 1.2 4.9 3.9 56.9 0.6 7.4 0.8 1019 23654 Tracy 1.7 2.9 4.1 2.2.1 30.7 0.6 7.4 0.8 1019 23654 San Diego 0 </td <td>r c</td> <td></td> <td></td> <td></td> <td>:</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	r c				:								
1019 23654 Norfolk 1.2 7.6 7.1 22.1 30.7 0.6 7.4 0.8 1019 23654 Tracy 1.8 1.2 4.9 3.9 56.9 0.6 7.4 0.8 1019 23654 Tracy 1.8 1.2 4.9 3.9 56.9 0.6 7.4 0.8 1019 23654 San Diego 1.7 2.9 4.1 2.4 56.9 0.6 7.4 0.8 0 O <td>0470</td> <td>9101</td> <td>23654</td> <td>Susquehanna</td> <td>6.0</td> <td>7.9</td> <td>9.3</td> <td>18.8</td> <td>31.7</td> <td>9.0</td> <td>7.4</td> <td>0.8</td> <td>22.5</td>	0470	9101	23654	Susquehanna	6.0	7.9	9.3	18.8	31.7	9.0	7.4	0.8	22.5
1019 22654 Tracy 1.8 1.2 4.9 3.9 56.9 0.6 7.4 0.8 1019 22654 San Diego 1.7 2.9 4.1 2.4 57.6 0.6 7.4 0.8 1019 23654 San Diego 1.7 2.9 4.1 2.4 57.6 0.6 7.4 0.8 0	0470	9101	23654	Norfolk	1.2	7.6	7.1	22.1	30.7	9.0	7.4	8.0	22.5
0 Susquehanne 1.7 2.9 4.1 2.4 57.6 0.6 7.4 0.8 0	9470	9101	23654	Tracv	1.8	1.2	6.4	3.9	56.9	9.0	7.4	89 .0	22.5
0 0 Susquehanne 0 <th< td=""><td>8470</td><td>6101</td><td>23654</td><td>San Diego</td><td>1.7</td><td>2.9</td><td>4.1</td><td>2.4</td><td>57.6</td><td>9.0</td><td>7.4</td><td>8.0</td><td>22.5</td></th<>	8470	6101	23654	San Diego	1.7	2.9	4.1	2.4	57.6	9.0	7.4	8 .0	22.5
0 0						,	•	(Ċ	c	c	c	c
0 0	8520	0	o	Susquehenne	0	o (o (o (,	.	, c	· c	o c
0 0 1 Tracy 0 2.8 2.8 2.8 2.8 2.8 2.8 2.8 <td< td=""><td>8520</td><td>0</td><td>0</td><td>Nortolk</td><td>o (</td><td>5 (</td><td>.</td><td>0 0</td><td></td><td></td><td>C</td><td>. 0</td><td>0</td></td<>	8520	0	0	Nortolk	o (5 (.	0 0			C	. 0	0
17 1388 Susquehanna 2.2 6.5 7.9 19.4 42.1 2.4 8.8 2.8 17 1388 Norfolk 1.9 6 7.9 22.5 39.8 2.4 8.8 2.8 17 1388 San Dirgo 1.9 2.2 6.7 9.2 58 2.4 8.8 2.8 17 1388 San Dirgo 1.9 2.2 6.7 9.2 58 2.4 8.8 2.8 18 1157 Susquehanna 4.4 6.7 8.5 16.1 43.1 2.2 7.6 4 13 1157 Tracy 2.9 1.2 4.1 14.1 56.5 2.2 7.6 4 13 1157 San Dirgo 1.2 2.1 6.7 11.8 57 2.2 7.6 4 13 1157 San Dirgo 1.2 2.1 6.7 11.8 57 2.2 7.6 4	8520	0	0	Tracy	5	>	>	> ') (, (•	c
17 1388 Susquehanna 2.2 6.5 7.9 19.4 42.1 2.4 8.8 2.8 17 1388 Norfolk 1.9 6 7.9 22.5 39.8 2.4 8.8 2.8 17 1388 Tracy 2.1 2.1 4.8 13.4 55.7 2.4 8.8 2.8 13 1157 Susquehanna 4.4 6.7 8.5 16.1 43.1 2.2 7.6 4 13 1157 Norfolk 1.9 5.7 11 19.4 40.9 2.2 7.6 4 13 1157 Tracy 2.9 1.2 4.1 14.1 56.5 2.2 7.6 4 13 1157 San Diego 1.2 2.1 6.7 11.8 56.5 2.2 7.6 4 13 1157 San Diego 1.2 2.1 11.8 56.5 2.2 7.6 4 1	8520	0	0	San Diego	0	0	0	0	0	0	0	>	5
17 1388 Norfolk 1.9 6 7.9 22.5 39.8 2.4 8.8 2.8 17 1388 Tracy 2.1 4.8 13.4 55.7 2.4 8.8 2.8 17 1388 San Dirago 1.9 2.2 6.7 9.2 58 2.4 8.8 2.8 13 1157 Susquehanna 4.4 6.7 8.5 16.1 43.1 2.2 7.6 4 13 1157 Norfolk 1.9 5.7 11 19.4 40.9 2.2 7.6 4 13 1157 San Diego 1.2 2.1 6.7 11.8 57 2.2 7.6 4 13 1157 San Diego 1.2 2.1 6.7 11.8 57 2.2 7.6 4	0630	17	1388	Susquehenna	2.2	6.5	7.9	19.4	42.1	2.4	8.8	2.8	7.9
17 1388 Tracy 2.1 2.1 4.8 13.4 55.7 2.4 8.8 2.8 17 1388 San Dirago 1.9 2.2 6.7 9.2 58 2.4 8.8 2.8 13 1157 Susquehanna 4.4 6.7 8.5 16.1 43.1 2.2 7.6 4 13 1157 Norfolk 1.9 5.7 11 19.4 40.9 2.2 7.6 4 13 1157 Tracy 2.9 1.2 4.1 14.1 56.5 2.2 7.6 4 13 1157 San Diego 1.2 2.1 6.7 11.8 57 2.2 7.6 4	0000		1388	Norfolk	1.9	9	7.9	22.5	39.8	2.4	8.8	2.8	7.9
17 1388 San Dirgo 1.9 2.2 6.7 9.2 58 2.4 8.8 2.8 13 1157 Susquehenna 4.4 6.7 8.5 16.1 43.1 2.2 7.6 4 13 1157 Norfolk 1.9 5.7 11 19.4 40.9 2.2 7.6 4 13 1157 Tracy 2.9 1.2 4.1 14.1 56.5 2.2 7.6 4 13 1157 San Diego 1.2 2.1 6.7 11.8 57 2.2 7.6 4	05.70	: 1	1388	Tracv	2.1	2.1	4. 8.	13.4	55.7	2.4	89. 89.	2.8	7.9
13 1157 Susquehanna 4.4 6.7 8.5 16.1 43.1 2.2 7.6 4 13 1157 Norfolk 1.9 5.7 11 19.4 40.9 2.2 7.6 4 13 1157 Tracy 2.9 1.2 4.1 14.1 56.5 2.2 7.6 4 13 1157 San Diego 1.2 2.1 6.7 11.8 57 2.2 7.6 4	8530	17	1388	San Dingo	1.9	2.2	6.7	9.5	58	2.4	80 80	2.8	7.9
13 1157 Norfolk 1.9 5.7 11 19.4 40.9 2.2 7.6 4 1.2 4.1 14.1 56.5 2.2 7.6 4 1.3 1157 San Diego 1.2 2.1 6.7 11.8 57 2.2 7.6 4	04.0	r T	1157	Suscinehense	4.	6.7	89.5	16.1	43.1	2.2	7.6	4	7.4
13 1157 Tracy 2.9 1.2 4.1 14.1 56.5 2.2 7.6 4 13 1157 San Diego 1.2 2.1 6.7 11.8 57 2.2 7.6 4	0.04	- E	1157	Norfolk	6.	5.7	11	19.4	40.9	2.2	7.6	4	7.4
13 1157 San Diego 1.2 2.1 6.7 11.8 57 2.2 7.6 4	2 4 7 0	- -	1157	Tracv	2.9	1.2	4.1	1.4.1	56.5	2.2	7.6	4	7.4
	8540	E	1157	San Diego	1.2	2.1	6.7	11.8	57	2.2	7.6	4	7.4

					CUSTOMER	R PATTERN	S & OF TC	COSTOMER PATTERNS (% OF TOTAL MRO (COUNT)			
	VENDOR	TOTAL		< 50	< 100	< 250	< 1000	> 1000	WEST	WEST	EAST	EAST
FSCs	RECEIPTS	MROs	S MROs DEPOT	MILES	MILES	MILES	MILES	MILES	FLEET	OCONUS	FEE	OCONUS
8940	Q.	21	Susauehenna	19	1	°	4.8	0	0	23.8	0	52.4
0 00	2 2	;	Norfolk	0	0	19	8.4	0		23.8	0	52.4
0 0	2 5	: 7	Tracv	0	0	0	0	23.8	0	23.8	0	52.4
8940	2 2	: 5	San Diego	0	0	0	0	23.8	0	23.8	0	52.4

	1		Ċ	CUSTOMER	R PATTERN	S (% OF T(CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	COUNT)	WEST	FAST	FAST
TOTAL	_	DEPOT	< 50 MII FS	MI FS	< Z50 MILES	MILES	MILES	FLEET	OCONUS	PLEET	OCONOS
	2 3	Susquehenne	1.5	4.8	12.1	19.3	35.4	=	8.8	0.1	18.8
	No	Norfolk	0.7	7.8	5.3	1.72	32.3	-:	8.8	0.1	18.8
	Tra	<u> </u>	-	2.1	2.2	9.9	61.2	1.1	6.8	1.0	18.8
	San	San Diego	4.0	-	4.3	4	63.5	7.	8.8	0.1	18 .8
162603 Su	Su	Susonehenna	0.7	8.4	11.3	15.4	27	6.7	10.4	7.9	15.8
	Š	Norfolk	3.4	5.5	9	18.8	25.6	6.7	10.4	7.9	15.8
	Tra	· Ao	1.4	1.3	4.7	5.2	46.6	6.7	10.4	7.9	15.8
-	Sen	San Diego	2.3	1.9	4.3	2.6	48	6.7	10.4	7.9	15.8
3216 Sus	Sus	Susquehenne	6.	3.8	10.7	16.1	29.3	5.3	14.1	5.4	14.1
	No	Norfolk	4.3	6.4	5.1	17.4	28.1	5.3	14.1	5.4	14.1
	Trac	>	1.5	2	8.9	6.3	45.1	5.3	14.1	5.4	14.1
	San	San Diego	3.6	2.2	5.6	4.1	45.8	5.3	14.1	5.4	14.1
97 Suso	Suso	Susauehanna	0	12.4	6.2	18.6	7.2	0	16.5	0	39.2
	Nort	쏭	-	15.5	0	20.6	7.2	0	16.5	0	39.2
97 Tracy	Trac	>	0	0	-	9	42.3	0	16.5	0	39.2
97 San	San	San Diego	,	0	0	0	43.3	0	16.5	0	39.2
11961 Susq	Susq	Susquehenne	2.8	5.3	4	16.2	33.5	2.9	10.5	2.3	12.6
	Norf	¥	6.1	6.9	8.2	17.9	32.8	2.9	10.5	2.3	12.6
	Trac	>	3.7		6.2	8.9	54.2	2.9	10.5	2.3	12.6
	Sen	San Diego	5.9	2.9	9	3.4	57	2.9	10.5	2.3	12.6
28835 Sus	Sus	Susduehenne	0.5	5.3	12.8	17.71	29.4	4	12.4	4.4	13.5
	No	Norfolk	8.4	6.1	9.9	19.9	28.4	4	12.4	4.4	13.5
	Ţſ	5	2.6	1.1	5.6	7.1	49.4	4	12.4	4.4	13.5
	Sar	San Diego	2.9	2.1	જ	2.9	52.4	4	12.4	4	13.5
17891 Su	Su	Susquehenne	1.2	3.9	6	14.6	26.6	4	10.5	4 .	25.5
	ž	Norfolk	1.8	9.9	6.4	15.9	26	4	10.5	4 8.	25.5
	F	Tracy	0.5	9.0	4	2.8	47.3	4	10.5	8.4	25.5
	Sa	San Diego	7	1.8	1.6	2.3	47.4	4	10.5	4 , 86	25.5

					CUSTOMEF	PATTERN:	S / % OF T(CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	COUNT)			
	VENDOR	TOTAL		< 50	< 100	< 250	<1000	> 1030	WEST	WEST	EAST	EAST
FSCs	RECEIPTS	MROs	DEPOT	MILES	MILES	MILES	MILES	MILES	FLEET	OCONUS	FLEET	OCONUS
9350	17	1235	Susq Jehr nna	0.1	9	18.1	9.8	8.3	21.3	18.7	12.4	6.6
9350	17	1235	Norfolk	15.9	9.0	13.5	2.9	8.2	21.3	18.7	12.4	9.9
9350	17	1235	Tracy	0.2	0	6.2	-	33.7	21.3	18.7	12.4	6.6
9350	17	1235	San Diego	4.5	1.7	0.2	0	34.7	21.3	18.7	12.4	6.6
9390	963	26096	Susduehenns	4.4	8.8	12.2	16.9	31.2	4.2	10.6	8.4	4
9390	963	26096	Norfolk	4.4	6.6	5.9	19.1	30.4	4.2	10.6	8.	4.
9390	963	26096	Tracy	1.6	-	5.6	5.6	52.6	4.2	10.6	8.4	4
9390	963	26096	San Diago	ю	2.3	3.9	2.7	54.6	4.7	10.6	8.4	7
9505	264	19001	Susquehenna	6.0	ß	11.2	16.3	29.1	2.9	12.1	2.4	20.1
9505	264	19001	Norfolk	3.9	6.2	5.6	18.8	28.1	2.9	12.1	2.4	20.1
9505	264	19001	Tracy	1.7	1.2	ιΩ	6.3	48.8	2.9	12.1	2.4	20.1
9505	264	19001	San Diego	2.1	2.5	. .	3.2	50.6	2.9	12.1	2.4	2C.1
9510	7111	37007	Susquehanna	9.0	7.5	14.5	16.9	25.7	2.6	14.9	2.1	15.2
9510	1117	37007	Norfolk	6.9	7.3	8.1	17.6	25.3	2.6	14.9	2.1	15.2
9510	1117	37007	Tracy	4.1	0.7	7.2	6.3	49.6	2.6	14.9	2.1	15.2
9510	1117	37007	San Diego	4	2.9	2.8	2.7	52.8	2.6	14.9	2.1	15.2
9515	2761	32887	Susquehanna	6.1	8.5	15.1	13.8	24.7	0.7	19.5	0.5	15.3
9515	2761	32887	Norfolk	8.7	6.2	10.8	13.9	24.4	0.7	19.5	0.5	15.3
9515	2761	32887	Tracy	2.1		6.9	5.5	48.6	0.7	19.5	0.5	15.3
9515	2761	32887	San Diego	2.8	3.7	4	2.4	51.1	0.7	19.5	9.5	15.3
9520	260	17024	Susquehenne	9.0	7.8	11.8	15.1	28.3	9.0	17.4	8.0	17.6
9520	260	17024	Norfolk	5.6	6.2	7.7	16.3	27.9	9.0	17.4	9.0	17.6
9520	260	17024	Tracy	1.4	4.	7.5	6.4	47.1	9.0	17.4	8.0	17.6
9520	280	17024	San Diego	м	4	3.7	3.1	20	9.0	17.4	0.8	17.6
9525	157	7227	Susdnepanna	0.6	5.8	4	15.5	26.7	2.3	14.1	3.5	17.2
9525	157	7227	Norfolk	6.5	6.3	7.2	17	25.8	2.3	14.1	3.5	17.2
9525	157	7227	Tracy	1.3	1.1	6.6	6.4	47.3	2.3	14.1	3.5	17.2
9525	157	7227	San Diego	3.5	2.8	3.7	2.4	50.4	2.3	14.1	3.5	17.2

					CUSTOMER	PATTERN:	S (% OF T(CUSTOMER PATTERNS (% OF TOTAL MRO COUNT)	COUNT)			
	VENDOR	TOTAL		< 50	<100	< 250	< 1000	> 1000	WEST	WEST	EAST	EAST
FSCs	RECEIPTS	MROs	DEPOT	MILES	MILES	MILES	MILES	MILES	FLEET	OCONUS	FLEET	OCONUS
9530	1994	19479	Susquehanna	0.7	8.5	13.6	18	25.6	1.5	16	-	15.1
9530	1994	19479	Norfolk	7.3	7.2	6.8	18.1	24.9	1.5	16	-	15.1
9530	1994	19479	Tracy	1.7	0.7	7.9	5.6	50.5	7.5	16	-	15.1
9530	1994	19479	San Diego	1.4	3.7	ო	2.4	53.2	5:	16		15.1
9535	2384	33651	Susquehanna	,_	7	14.4	19.1	28.8	9.0	13.5	0.7	14.7
9535	2384	33651	Norfolk	7.2	6.3	6	19.5	28.3	9.0	13.5	0.7	14.7
9535	2384	33651	Tracy	3.1	1.1	5.9	5.9	54.3	0.8	13.5	0.7	14.7
9535	2384	33651	San Diego	2.4	3.1	5.4	3.2	56.3	8.0	13.5	0.7	14.7
9540	1348	11770	Susdnehanna	9.0	7.7	15.3	21.6	30.6	0.5	1.1	9.0	12.1
9540	1348	11770	Norfolk	6.7	7.4	80	24.2	29.5	0.5	11.1	9.0	12.1
9540	1348	11770	Tracy	2.5	1.2	6.8	7.4	57.9	0.5	11.1	9.0	12.1
9540	1348	11770	San Diego	2.5	4	4.6	4.7	59.9	0.5	11.1	9.0	12.1
7	c	Y.	e can de la canada	23.3		22.2	6.7	15.6	0	26.7	0	4.4
0 4 10		ţ	Nortolk		24.4	22.2	6.7	15.6	0	26.7	0	4.4
9545	o c	t 4	Track	4. 4.	0	4.4	4.	55.6	0	26.7	0	4.
2 2 2 2	o c	, 4 r	Sen Diego	4		4	0	09	0	26.7	٥	4.4
0 0 0	Þ	?		;	•	· •						
9620	12	129	Susquehanna	3.1	3.9	14.7	4	36.4	8.0	12.4	4.7	10.1
9620	12	129	Norfolk	4.7	10.9	6.2	13.2	37.2	8.0	12.4	4.7	10.1
9620	12	129	Tracy	0	0	4.7	17.1	50.4	8.0	12.4	4.7	10.1
9620	12	129	San Diego	1.6	2.3	3.1	10.9	54.3	8.0	12.4	4.7	10.1
9630	13	87	Susquehanna	0	0	4.6	10.3	18.4	1.	19.5	9.4	41.4
0630		87	Norfolk	4.6	0	0	10.3	18.4	1.1	19.5	4.6	41.4
9630	13	87	Tracy	0	0	9.2	6.9	17.2	-:	19.5	4.6	41.4
9630	13	87	San Diego	9.2	0	0	0	24.1	17	19.5	4.6	41.4
9640	Ξ	289	Susdnehanna	1.7	11.8	27.3	α	13.8	8.7	თ	8.3	11.4
9640	=	289	Norfolk	27.3	0	20.8	0.7	13.8	8.7	6 7	8.3	4,11
9640	11	289	Tracy	0	0	13.1	0.7	48.8	8.7	თ	8.3	11.4
9640	=	289	San Diego	12.8	0.3	0	0	49.5	8.7	თ	80	11.4

					CUSTOMER	PATTERN:	S (% OF T(CUSTOMER PATTERNS (% OF TOTAL MRO COUNT	COUNT)			
Ç	VENDOR	TOTAL	TOGE	< 50 MII ES	< 100 MII FS	< 250 MILES	< 1000 MILES	> 1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
rocs Sec	מיאפריי	1103	Susquebane	14	2.6	12.1	10.8	24	3.5	23.3	4	18.3
0000	, a	1102	Norfolk	4	5.8	8.3	10.9	23.5	3.5	23.3	4	18.3
0000	* *	1102	Track	; ^	0.5	9.3	3.9	35	3.5	23.3	4	18.3
9650	0 00 1 4	1102	San Diego	5.8	3.4	3.3	1.9	36.4	3.5	23.3	4	18.3
) } }	•		ı									
9660	0	0	Susquehanna	0	0	0	0	0	0	0	0	0
0996	0	0	Norfolk	0	0	0	0	0	0	0	0	0
0996	0	0	Tracy	0	0	0	0	0	0	0	0	0
0996	0	0	San Diego	0	0	0	0	0	0	0	0	0
0	a	õ	Ciediahanna	-	14.3	17.6	6.6	47.3	0	4.4	0	5.5
9909	0 0	5 5	Norfolk	: [16.5	Ξ	14.3	47.3	0	4.4	0	5.5
0000	ο α	5 6	Track	12.1	3.3	14.3	3.3	57.1	0	4.4	0	5.5
9905 3008	ο α	. E	San Diego	6.6	4.4	16.5	2.2	57.1	0	4.4	0	5.5
	•											
9920	0	131	Susquehanna	8.4	0	0	0	91.6	0	0	0	0
		131	Norfolk	0	0	8.4	0	91.6	0	0	0	0
7	· c	131	Tracv	3.1	0	0	88.5	8.4	0	0	0	0
	0	131	San Diego	0	0	3.1	88.5	8.4	0	0	0	o
						,	i.	ć	ç	9	a C	6
9925	32	720	Susquehenne	0 -	7.8	7.7	<u>.</u>	67	7.7	0.6		
9925	32	720	Norfolk	0.7	7.2	5.3	20	26.1	2.2	9.8	æ 6	n (
9925	32	720	Tracy	4.	9.0	g	4.7	46.7	2.2	o. 20 20	9	ָרֵים <u>ר</u>
9925	32	720	San Diego	3.5	1.5	3.1	3.6	47.6	2.2	18.6 6	8 .	6.
000	ç	649	accade: 2017	6	4. 0.	89 57	17.9	26.7	2.6	13.3	5.4	20.5
0566	, t	649	Norfolk	1.7	7.4	5.2	19.1	24.8	5.6	13.3	5.4	20.5
0000	23 62	649	Tracv	2	6.0	4.6	8.4	45.9	5.6	13.3	5.4	20.5
0266	23	649	San Diego	3.1	0.3	9.9	2.8	45.5	2.6	13.3	5.4	20.5
	,		1									1
6666	0	12	Susquehanna	0	8.3	0	16.7	33.3	0	16.7	æ .3	16.7
6666	0	12	Norfolk	0	8.3	0	16.7	33.3	0	16.7	დ ლ	16.7
6666	0	12	Tracy	0	0	0	8.3	20	0	16.7	89 .3	16.7
6666	0	12	San Diego	0	0	8.3	0	20	0	16.7	89 E. 3	16.7

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7. PERFORMING ORGANIZATION Defense Logistics A Operations Research c/o Defense General Richmond, VA 23297	gency and Economic Analysis Supply Center	Office	REPO	ORMING ORGANIZATION DRT NUMBER
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11. SUPPLEMENTARY NOTES 12a. DISTRIBUTION/AVAILABILITY Public release; unl:			12b. Dis	TRIBUTION CODE
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17. SECURITY CLASSIFICATION OF REPORT UNCLASSIFIED	18. SECURITY CLASSIFICATION OF THIS PAGE UNCLASSIFIED	19. SECURITY CLASSIFI OF ABSTRACT UNCLASSIFIED	CATION	20. LIMITATION OF ABSTRACT